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VOL. 5, NO. 9 APRIL 1979 $1.50

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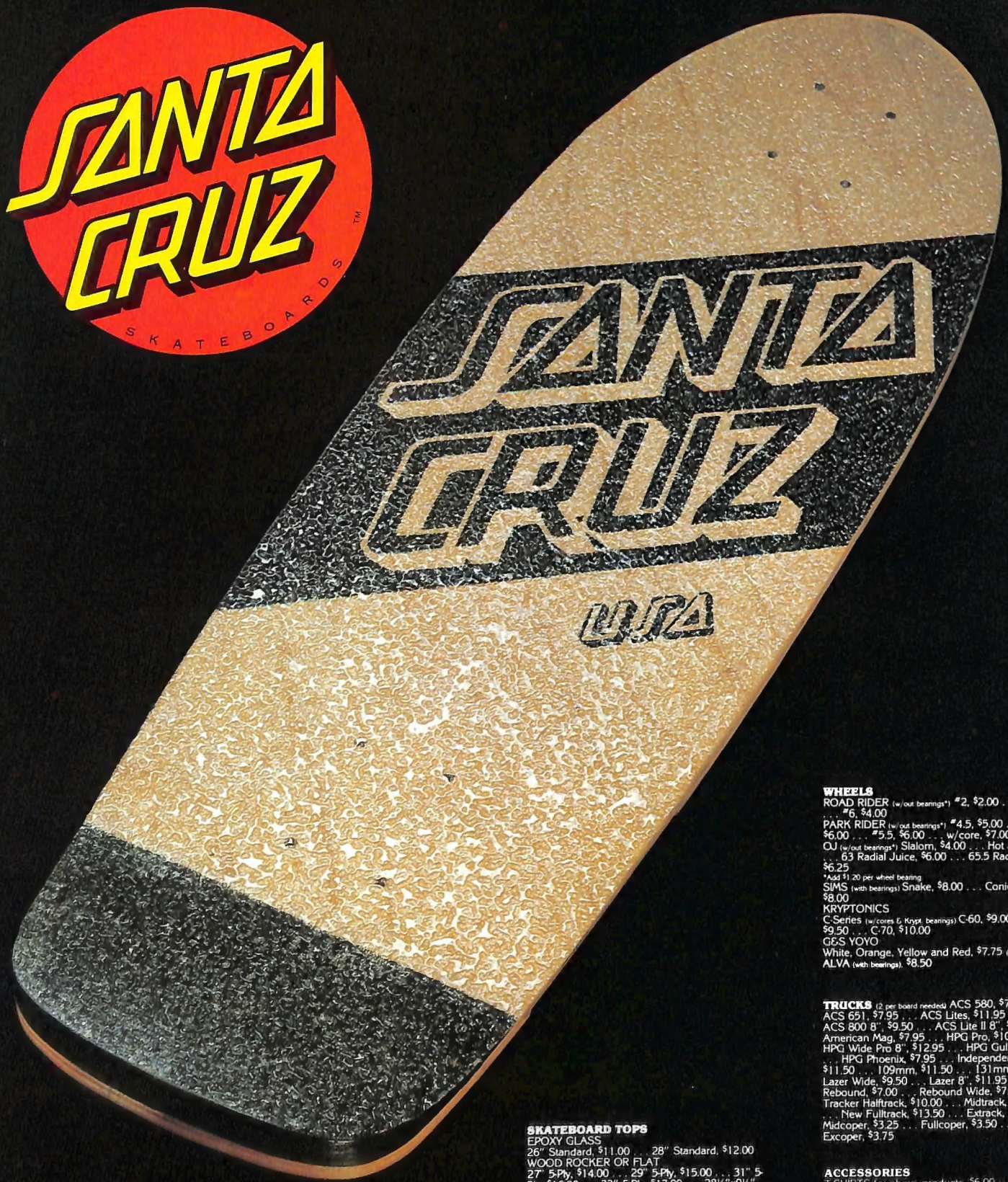

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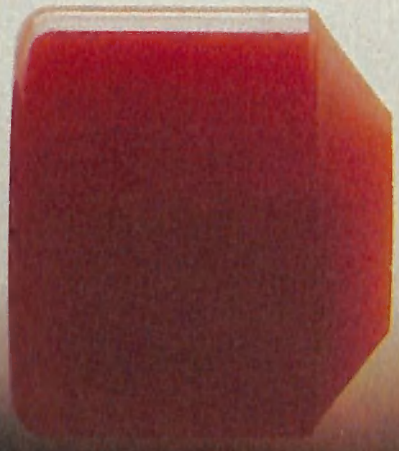

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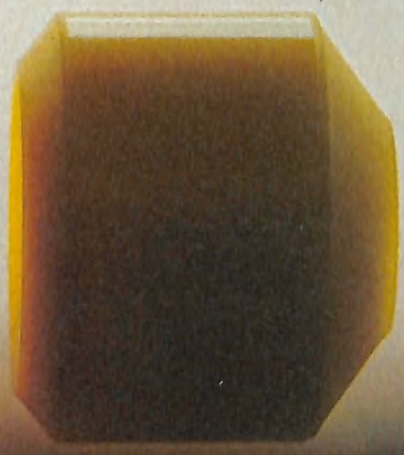

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The end result of a sinful life is spiritual death, but the gift of God is eternal life through Jesus Christ our Lord.

SkateBoarder®

CASSIMUS

CONTENTS: On a recent trip west, Florida's Alan Gelfand once again showed the local boys what no-hands aerials are all about. Full commitment Ollie air, Marina del Rey Skatepark.

COVER: Tay Hunt, original among Badland elite, continues to flash his mettle with a frontside invert at Pomona Pipe and Pool Company. The bowl, in fact, is a spinoff of the L-Pool, an early Upland proving ground (see Vol.5 #1). Needless to say, Tay knows exactly what the straighter contours and sharp angles are for! Photo: Cassimus

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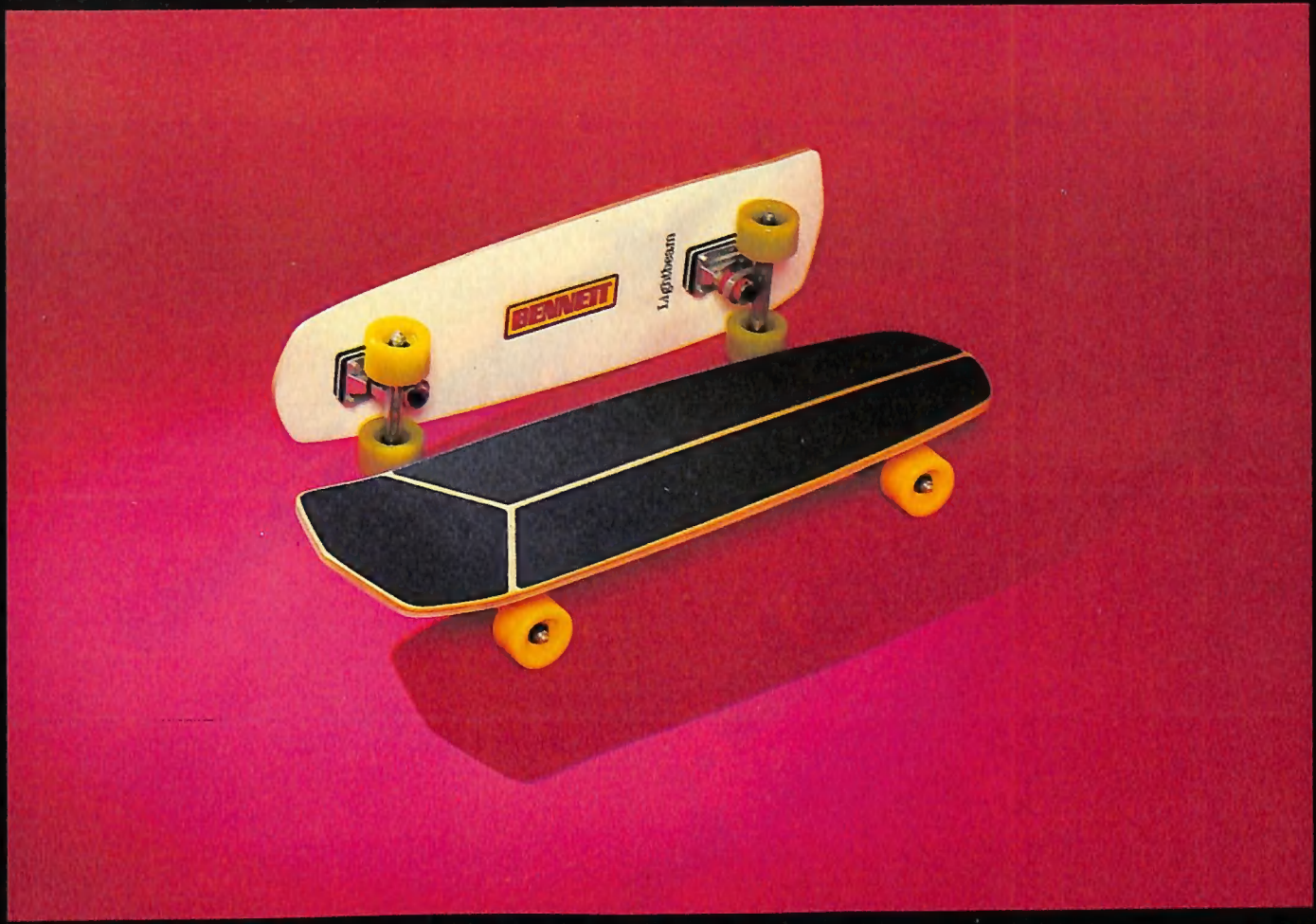

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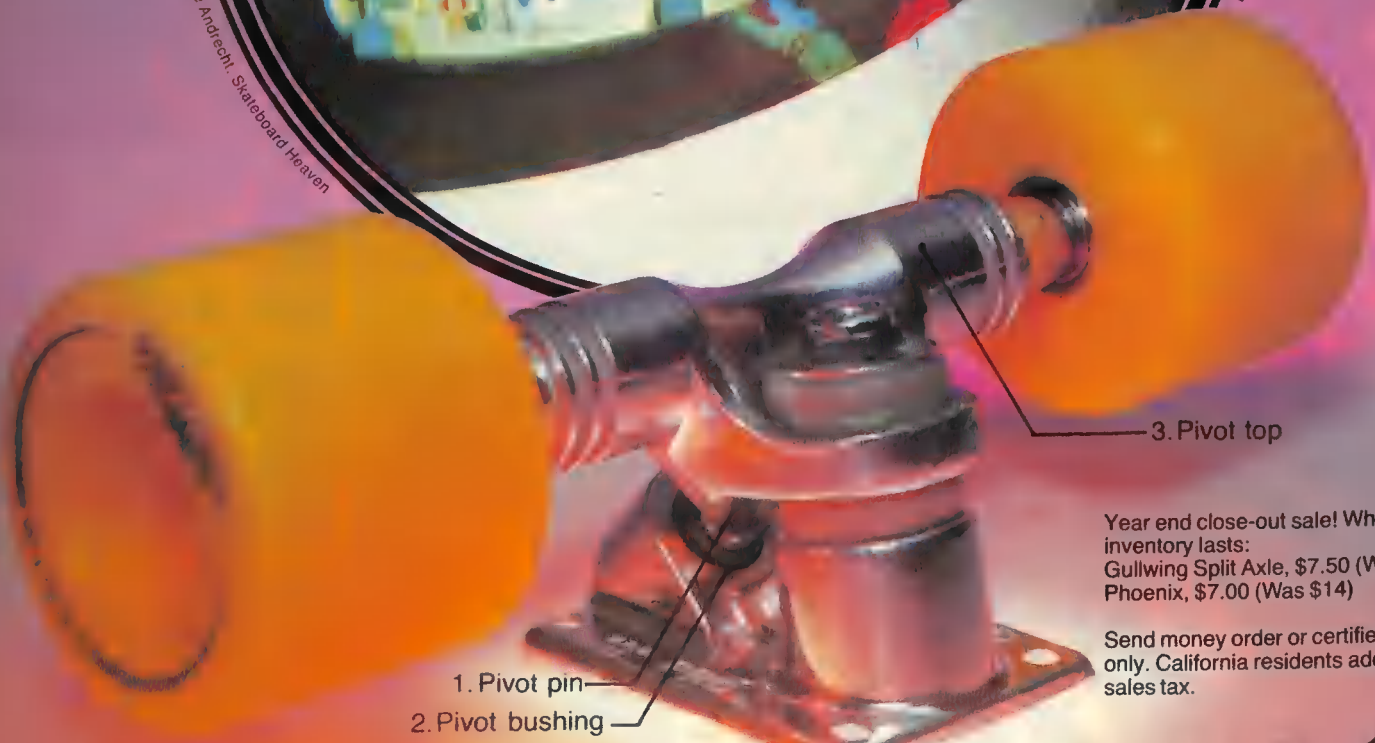

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Skate Post

D. T. REVISITED

John Smythe is definitely the most creative writer in skateboarding today. "Death of Dogtown" (Vol. 5#7) brought back many enjoyable memories of Smythe's early writing, and the good times my friends and I were having during the emergence of the Dogtown era.
Thanks
Bill Becker

All right, you finally got back to earth with "Dead Dogs Never Lie"! It's about time you had some articles from John Smythe and photos from C. R. Stecyk III. Print more of the same because your mag was better when you used to two years ago.
Jimm Carr
Tacoma, Wash.

Dogtown's like a bottle of wine — it gets better with age.
M. S.
EastSide, Columbia, Maryland

THE REAL D.T.?

I have been a resident of Mono County for 9 years and know the area well. I want to clear up any question of doubt concerning where the original Dogtown exists. No, not in Santa Monica, but 390 miles north, where highway 395 now runs. For those readers not acquainted with this area of California, the Sierra Nevada Mountain Range confronts you to the west and the vastness of Nevada to your east. The original Dogtown is north of Mono Lake and Conway Summit or south of the town of Bridgeport.
Andy and Tom Moss
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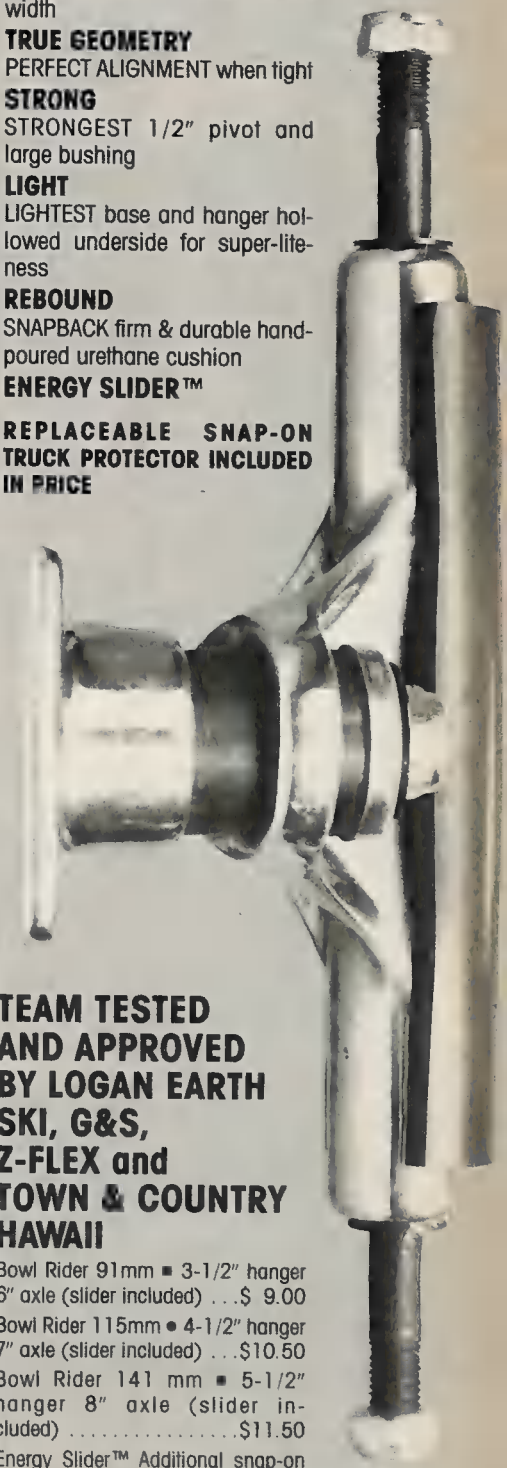

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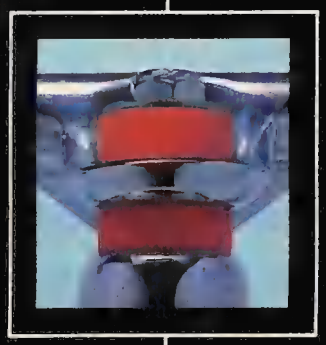

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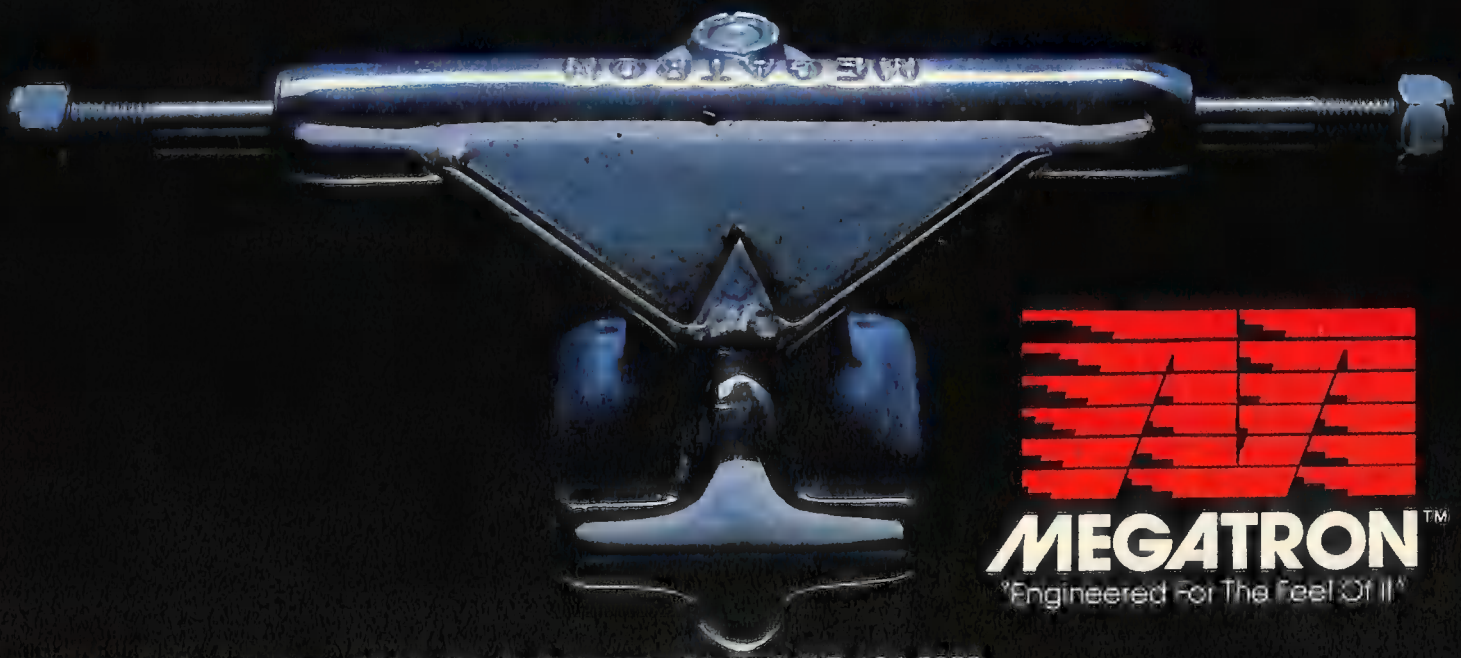

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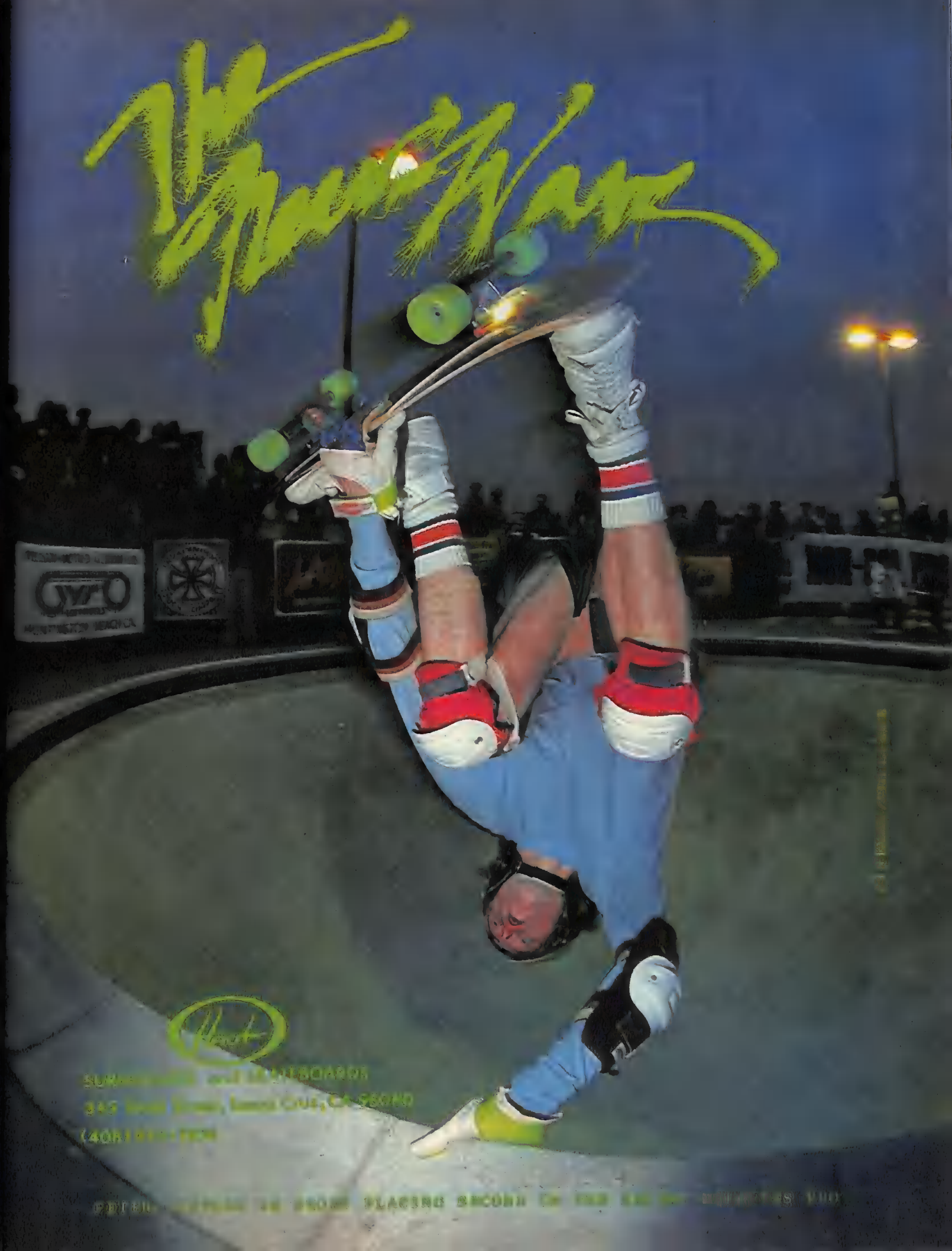

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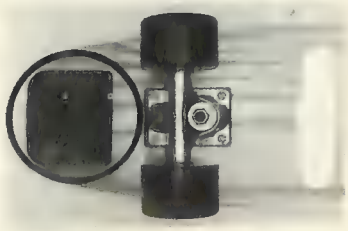

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Mail your order today if not available in your local shops:
Regular Dual Skid-plate, decal, & patch $2.50 - wide skid-plate -$3.00

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R.C. Sports
315 Lindenwood
Olathe, Ks. 66061

Southeast Sales & Dist.
7411 Florence Blvd.
Florence, Al. 35630

Coala Sports
Broedweer 2
Koog a/d Zaan 1410
Holland

Oak Street Inc.
23854 Via Fabricanti G
Mission Viejo, Ca. 92675

Sims
835 E. Canon Perdido
Santa Barbara, Ca 93103

Skateboard Warehouse
830 First Street
Encinitas, Ca. 92024

Santa Barbara SB
835 Robert Kiestor Pl.
Goleta, Ca. 93017

LOCKED UP BUT FREE

I'm locked up now for nine months here in Stockton, CA. I've never wrote you before, but you will be getting more letters from me because I'm really into skateboarding. You see, they have some cheap skateboards here, so I don't really feel so locked up when I ride.
Vance H. Smith
O. H. Close School

INTERNATIONAL POST

FERG

Skatopia park, Auckland, New Zealand.

Just a little note from down under to let you guys know how things have been going since your '77 visit. For instance, Caster decks and Gullwing trucks are being made under license and Wings wheels will be on sale in a few major skateboard shops soon. Things have really been livening up since the opening of your sister park, Skatopia, down here. It is identical in every respect except that one side of the half-pipe collapsed and has been replaced by an 18 foot wall including 6 feet of vert. It has an open side so that 3-foot-high aerials, cessers and grinders can be possible up to 18 feet! Down under here the weather is hot and so is the action, so keep your wheels slidin' and your trucks grindin' and keep on skatin'!
Kevin Stringer
Auckland, New Zealand

I am a 12 year old skateboarder and I live on an air force base on Okinawa, an island just south of Japan (1275 miles from Tokyo). Skateboarding is getting very popular here in the Ryukyu Island Chain, and almost every kid around has a board. But the problem is that there is no place to ride. The sidewalks on and off base are very rough and rocky. And the drain systems are made of rock and mortar. So we hit the streets, or better put, try. Traffic is a large problem around here, so our sessions are interrupted all the time. We try to build ramps but wood is not easy to be found. A good stick is hard to get here, also. The boards they sell on base were all loose ball until about two months before Christmas.

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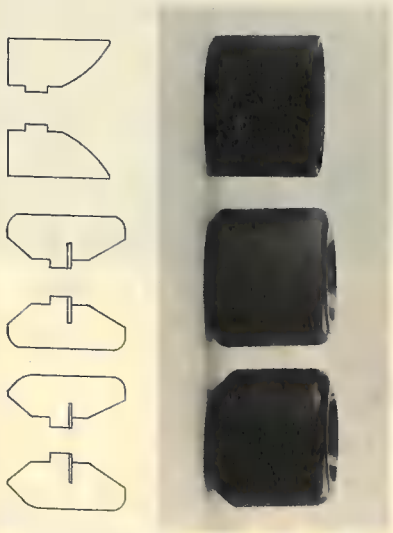

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WE USE AND RECOMMEND 3M Grip Tape

Then they got in a board called a Mustang (a what?). After that we got Makaha. Getting better. But I really want to thank you for bringing us the updates on new equipment, parks, hot skaters, etc. Keep it up.
Dave Lykins
Kadena Air Base
Okinawa, Japan
P.S. Quit complaining if you have to drive a ways to get to a skatepark. We have to go 7600 miles to California for our nearest one.

If you receive this letter a bit soggy, it is because we are writing you from Atlantis. That's right! That legendary skatepark under a dome in the Atlantic Ocean is real, and the skating conditions are totally insane. All 3,000 square miles of the underwater city has been converted into the biggest and best park underwater or above. Even Jaws and Aquaman are ripping the park apart. So why don't you catch a sub here for a photo session. Bring Alva, Adams and Bowman so we can soak, I mean stoke, their minds.
Holdsworth, Redman,
Keough, Bomentri
302/W Latitude
888/N Longitude
Atlantic Ocean
"They say you're all wet!" – SM

DISAPPEARING CAT

I don't believe it — the Cat's unreal! He does magic in your magazine. Like, last month (Vol. 5#6) he did a disappearing act.
Palmer "J. R." Wood
Bradenton, Fla.
"Yeah, but you can't keep a good Cat down! See p. 84." – S. M.

Don't listen to this guy who thinks Mellow Cat stinks (Post, Vol. 5#8). I like it, and all the skaters in Colorado Springs do too. Mellow Cat is one of the best parts of SKATEBOARDER. Mellow Cat doesn't give skating a bad name. Keep up the good work.
Eric Jones
P.S. Please print this so he knows he's the only one who doesn't like it.

At one of the La Costa races, I got the pleasure of meeting the Cat himself! What a gas!
Rink Ringles
"So that's where he was!" – SM

RAMPRAGEOUS

I think you should put in an article about rampers, ramps, and the different surfaces, transitions, etc.
Brian Gekiere
Detroit, MI

You ought to have more articles on homemade ramps.
Steven Van Wonterghem
Fullerton, CA
"See 'Ramps '79,' p. 54." – SM

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Jimmy Plumer
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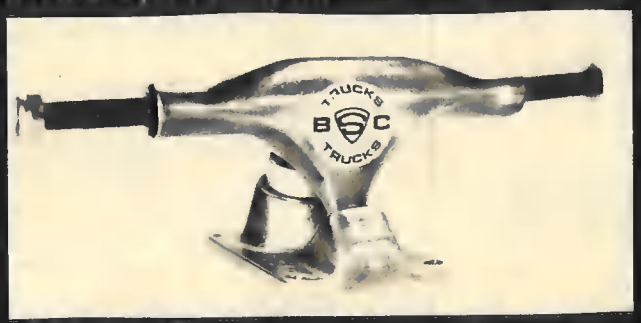

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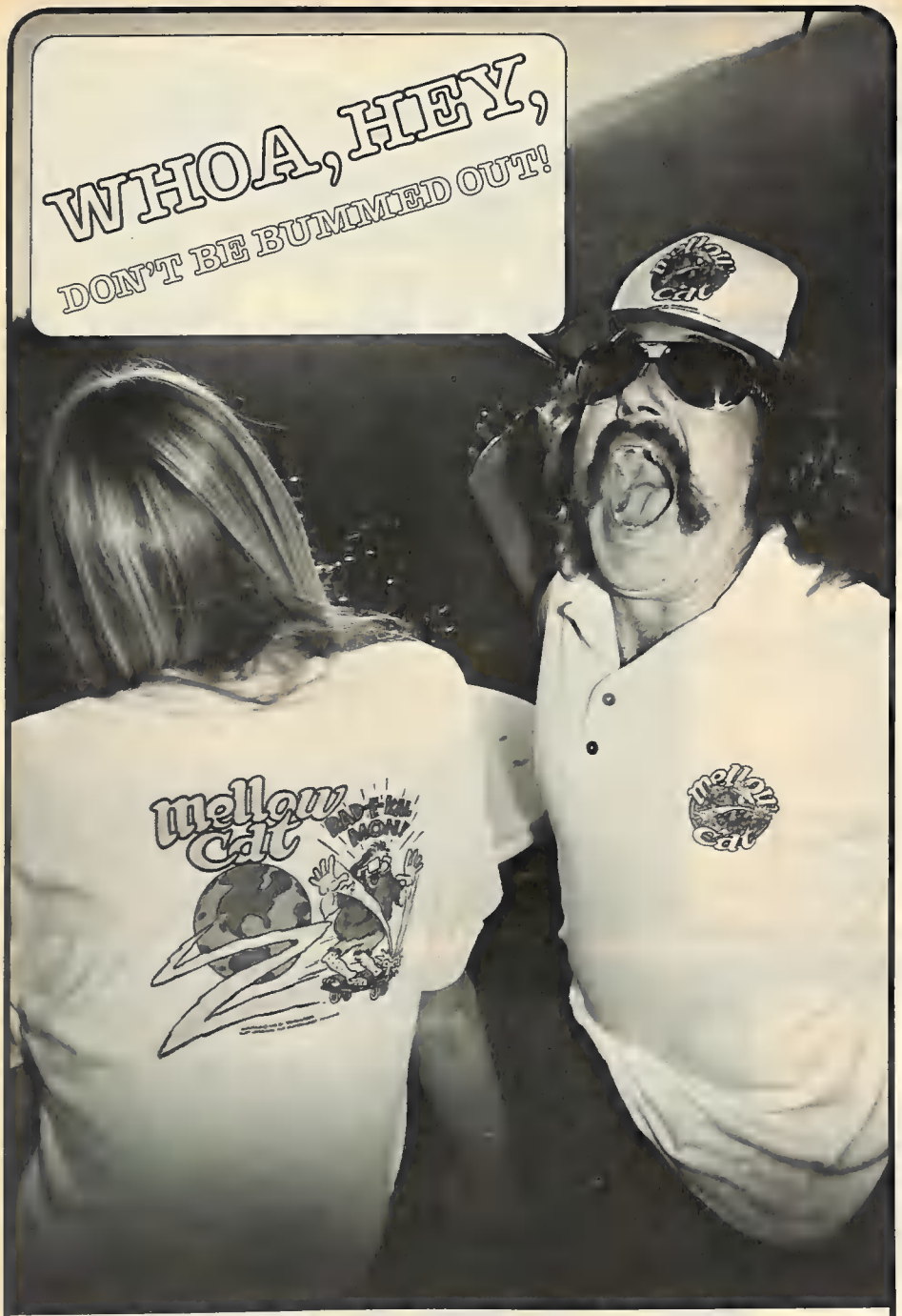
Dan Casares
Photo by Wienske



Check out the Mellow Cat's Soulful new threads. The Mellow one is styled to the max in his collar and placket shirt and his Mellow-cap . . . Libby's into the classic Mellow-Cat T-Shirt.

Available at your local supplier of Skate Stuff or use this handy coupon.

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CLEAN BUT LEAN

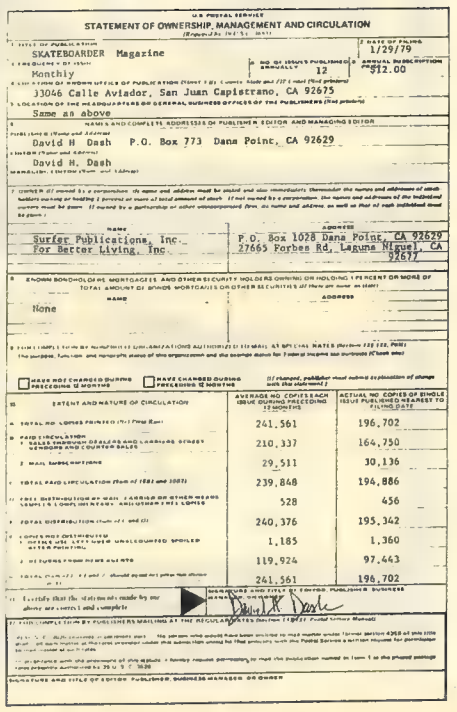
Hey! What's happened to your hot mag? Layouts, words and pics are as good as ever — but there's fewer of them. Explain!
Stuart Kimball

It's unreal how you're getting rid of the junk advertisements in your mag. I was looking through some old issues and couldn't believe how much junk was in there. Thanks for cleaning up the act.
Tom Stick, Bob MacDonald, Bob Matusek, Kevin Werner
Northlake Skates
"You're right! It's mostly ads that are missing. What's more, in the next few issues, we will be further improving our look with better color and heavier paper." – SM

THE RIGHT TO SKATE

I'm sure you've probably heard this before, but I think that if skateboarders want to take the risk of getting hurt (which shouldn't happen if they use proper safety gear), then they should have the right to take that risk. It seems to me that everytime we kids find something we really enjoy doing, some old stuffy grown-ups have to mess it up for us. I'm not sure, but I believe I'm speaking for a lot of skateboarders.
David Sprowll
Radcliff, KY
"We're sure!" – SM

To The President of SKATEBOARDER Magazine:
Your mag don't have enough advertising and you don't have enough cartoon. Put more free skatepark passes. Take more picture of skateparks!
Unsigned
LA, CA
P.S. Put more naked girl in the mag.
"What, without safety gear?" – SM



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STICKERS (medium) 50¢ (includes postage): ☐ VAL SURF, ☐ VAL SURF Skate, ☐ G&S, ☐ O'Neill, ☐ Alligator Wheels, ☐ Bennett Truks, ☐ Road Rider, ☐ Park Rider, ☐ Z-Flex, ☐ Lightning Bolt, ☐ Hawaii, ☐ Surfer, ☐ Surfing Mag., ☐ Skateboarder Mag., ☐ OJ, ☐ Tracker, ☐ G&S Fibreflex, ☐ Sims Pure Juice, ☐ Logan Earth Ski, ☐ Power Paw, ☐ Bahne, ☐ Cadillac, ☐ Santa Cruz, ☐ Rad Pad, ☐ Weber, ☐ ACS, ☐ Magnum, ☐ Lemon Juice, ☐ Kryptonics Star Trac, ☐ Powerflex, ☐ Bones, ☐ Tunnell, ☐ International Skateboard Assoc., ☐ Rockit, ☐ Quicksilver, ☐ Warp II, ☐ Yo Yo, ☐ X-Caliber, ☐ Rebound, ☐ Alva, ☐ Cell Blocks, ☐ Z-Products, ☐ Hobie: ☐ Diamond, ☐ Power, ☐ Flex, ☐ Park Rider, ☐ Mike Weed, ☐ Rector, ☐ Lazer, ☐ Pepsi, ☐ Energy, ☐ Endless Wave, ☐ Z-Woody, ☐ Z (circle), ☐ Morey Boogie, ☐ Sea Breeze; Sims: ☐ Snake, ☐ Comp II, ☐ Mini Comp, ☐ Lonnie Toft, ☐ Racing Bearings: ☐ Town & Country, ☐ P-P-P, ☐ P-P-P Superwide, ☐ Val Wide, ☐ The Tail Tap, ☐ Caster, ☐ Cadillac Hot Lips, ☐ Panther, ☐ G&S Wonker, ☐ Haut, ☐ Dog Town, ☐ Indy, ☐ Power Pivot, ☐ Wings, ☐ "Rainbow".

STICKERS (large) $1 (includes postage): ☐ I'd Rather Be Surfing, ☐ I'd Rather Be Skateboarding, ☐ Surfers Do It In The Tube, ☐ Keep Surfing, ☐ Lonnie Toft, ☐ Skateboarder Mag., ☐ Logan Earth Ski, ☐ Weber, ☐ Sims Pure Juice, ☐ Gull Wing, ☐ Power Flex, ☐ Z-Flex, ☐ Rockit, ☐ G&S, ☐ UFO, ☐ Tunnell, ☐ VAL SURF, ☐ Phoenix, ☐ Santa Cruz, ☐ Tracker, ☐ Endless Wave, ☐ Alva, ☐ Kryptonics, ☐ Yo Yo, ☐ Tunnell-Waldo Autry.

CLOTH PATCHES $1.50 (includes postage): ☐ VAL SURF, ☐ Powerflex, ☐ Lazer, ☐ Pair foot prints, ☐ Surf's Up, ☐ Surfer, ☐ California, ☐ Skateboarder, ☐ Wheelie, ☐ Nose Wheelie, ☐ 360°, ☐ Sidewalk Surfer, ☐ Road Rider, ☐ G&S, ☐ Hobie, ☐ OJ, ☐ ACS, ☐ Tracker, ☐ Sims, ☐ Gull Wing, ☐ Van's ☐ Kryptonics, ☐ Town & Country.

LICENSE PLATE FRAMES: ☐ U.S.A. SKATEBOARDING, ☐ U.S.A. SURFING, ☐ California. I'd rather Be Surfing, ☐ Set of 2 $5.50, ☐ 1 frame $2.95.

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ELBOW PADS (xs, s, m, l): ☐ VAL SURF $5.95; ☐ COOPER $6.95; ☐ FLARICO $4.95; ☐ RECTOR $11.95; ☐ NORCON $11.95.

KNEE PADS (xs, s, m, l): FLARICO- ☐ Reg. $4.95, ☐ W/Cap $6.95; ☐ RECTOR $13.95; ☐ NORCON $11.95.

WRIST GUARDS (xs, s, m, l): EAGLE- ☐ Reg. $9.95, ☐ Delux $16.95; ☐ HOBIE - ☐ RECTOR $24.95.

GLOVES (xs, s, m, l): ☐ VAL SURF $7.95; ☐ KIP $9.95; ☐ EAGLE $12.95; ☐ RECTOR PALM PADS $14.95.

HOBIE Shoes: ☐ Hi-Tops $22.95, ☐ Low-Cuts $19.95; Shoe Size _____, ☐ VAN (ankle) GUARDS (s, m, l, xl) $7.95.

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HEAD BANDS, $1.50 each: ☐ Skateboarder Magazine, ☐ Kryptonics, ☐ I.S.A., ☐ ACS, ☐ Lazer, ☐ Logan, ☐ Hobie, ☐ G&S, ☐ Sims, ☐ Powerflex, ☐ Traknology, ☐ Protec, ☐ Tunnell, ☐ Bennett.

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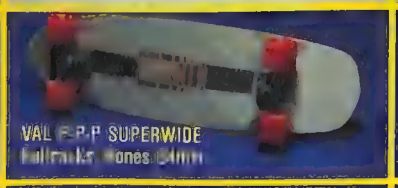

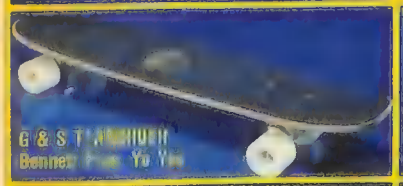

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☐ P-P-P SUPERWIDE, full tape, 9⅛" x 29½", $28.95.
☐ VAL WIDE, full tape, ☐ 8½" x 29" $26.95, ☐ 9½" x 31" $28.95.
☐ CAN-AM, full tape, Canadian hard rock maple, 30" x ☐ 8½" $19.95, ☐ 9½" $21.95, ☐ 10½" $23.95.
☐ 10-PLY, full tape, 8½" x ☐ 27", ☐ 29", ☐31" $22.95.
☐ OAK KT, VAL SURF grip tape, beveled/raised bottom for clearance, ☐ 29", ☐ 30½" $16.95.
☐ **FEATHER**, poplar7maple, 10" x 30" $29.95, ☐ "Delux", 10 walnut stringers $32.95.

SIMS: ☐ SUPERPLY, 10" x 30", $34.95; ☐ SUPERLIGHT, 10" x 30", $38; ☐ LONNIE TOFT, 10" x 30" $36, ☐ LONNIE TOFT 8½" x 30" $32, ☐ TAPERKICK, 10" x 30", $39.95; ☐ BRAD BOWMAN, 10" x 30", $36; ☐ FLYING WEDGE, 9.5" x 30" $34 ; ☐ HARDCORE, 8¼" x ☐ 27½" $29.95, x ☐ 30" $32 (☐ w/tape + $2)
G&S: FIBREFLEX- ☐ 26" Freestyle, ☐ 26" Slalom $30.95; ☐ 28" Greg Tale Slalom $32; ☐ 25" KickTail $32.95; ☐ 29" Slalom $33.50; ☐ 27" KickTail $33.95; ☐ Bowl Rider ☐ 27" or ☐ 29", ☐ 28" Team Rider $34.95; ☐ 30" Team Rider $35.50. PROLINE- ☐ "300" (maple) ☐ 9" x 28" $31.95, ☐ 9½" x 30" or ☐ 10" x 32" $32.95; ☐ "500" (maple/fibrecore) ☐ 9" x 28" $33.95, ☐ 9½" x 30" or ☐ 10" x 32" $34.95. KT IV- ☐ 26", ☐ 28" $24.95, ☐30", ☐ 32" $26.95. WARP II- ☐ 27" $24.95, ☐ 29" or ☐ 30½" $26.95.
HOBIE: ☐ STARSHIP, 10" x ☐ 29" $35.95; x ☐ 31" $36.95; ☐ FLEX-PARK MACHINE, 10" x 31" $37.95.
KRYPTONICS: ☐ 8¼" x 30", $49, ☐ 9¼" x 31" $59.
BENNETT: ☐ LITE BEAM™ I, 8.7" x 28.7" $39.50, ☐ LITE BEAM™ II, 8.0" x 28.0" $37.50, ☐ SPACE DECK™ I, 10.0" x 30.0" $42.50, ☐ SPACE DECK™ II, 10.0" x 31.4" $44.50.
ALVA SKATES: 8½" x ☐ 27", ☐ 30" $31.95, ☐ 10" x 30" $38.95.
DOG'TOWN SKATES: (7-Ply) ☐ Paul Constantineau, 8¼" x 30" $29.95, ☐ Jim Muir 9" x 30" $31.95, ☐ Wes Humpston, 10" x 30" $31.95, ☐ Bob Biniak (glass bottom, asst. colors), 9½" x 30" $45.95.
"Z": Z-FLEX- ☐ 27" KickTail $32.95, ☐ 28" Jimmy Plummer $34.95, ☐ 30" KickTail $38.95. Z-Woody- ☐ 28" Jimmy Plummer $38.95, ☐ 31" Shogo Kubo $39.95; Z-SERIES- ☐ 26" $23.95, ☐ 29" $25.95, ☐ 32" $27.95; Z-PIG SERIES- ☐ 9¼" x 31" Shogo Kubo, ☐ 10¼" x 31" Pig, ☐ 9¼" x 30¾" Jimmy Plummer, ☐ 9½" x 32" Polar Bear $31.95.
LOGAN EARTH SKI: DURA-LITE- ☐ 26" Robin Logan $26.95; ☐ 29" Bruce Logan, ☐ 28" Freestyler, ☐ 29" Robin Logan $27.95; ☐ 30½" Brad Logan, ☐ 32" Torger Johnson $28.95; WIDE — ☐ 9½" x 29" $33.95, ☐ 10" x 30½" $34.95; DURA-WEDGE- ☐ 27" $29.95, ☐ 29" $30.95, ☐ 31" $31.95.
POWERFLEX: ☐ Bobby Valdez, 9¼" x 29" $29.95, ☐ Teri Lawrence, 10" x 30" $33.50.
POWELL: BRITE LITES (w/o tape, nose bumper, and tail skid) ☐ 8½" x 30", $30, ☐ 9¼" x 30" $31, ☐ 10" x 30" $32.
CASTER: ☐ Chris Strople, 8¼" x 30" $33.50, ☐ Series IV, 9¾" x 30" $39.95, ☐ Tom Inouye I.P.S. ☐ 29", ☐ 31" $41.95
SANTA CRUZ: ☐ Steve Olson, 9" x 31" $30.95, 5-Ply ☐ 27" $23.95, ☐ 29" $24.95, ☐ 31" $26.95.

TRUCKS, each (2 needed per board)
BENNETT: ☐ Hijacker $6.95, ☐ Pro $8.95 (+$1.50 w/Vector base plate); Heavy Duty Series- ☐ Vector II™ $11.95, ☐ Vector Stak+Trak II™ $13.50. (Something New Soon!!!)
TRACKER (incl. spacer pad): ☐ Haftrack $10.50, "New" — ☐ Midtrack $12.95, ☐ Fultrack $13.50, ☐ Extrack $13.95, ☐ Extrack (magnesium) $19.95.
H.P.G. GULL WING: ☐ Phoenix $12.50, ☐ Gull $13.50 , ☐ Pro $11, ☐ Wide Pro $11.95 , ☐ X-Wide $12.50.
INDEPENDENT (INDY): ☐ 88mm $10.95, ☐ 109mm $11.50, ☐ 131mm $12.50 (121mm Soon!)
ACS: ☐ "500" $4.95, ☐ "580", ☐ "651" $6.95, ☐ "650" $7.95 ☐ "Lite" $11.50, ☐ Wide "Lite" $12.50.
LAZER: ☐ Freestyle $7.50, ☐ Slalom $9.50, ☐ Wide 8" $11.50.
ENERGY: ☐ V(5") $6.95, ☐ VI(6") $8.95, ☐ VII(7") $10.95

WHEELS, each (4 needed per board)
Price includes 2 precision IKS or AZF bearings & spacer. Sims Gold Racing or Kryptonic bearings add 50c per wheel; without any bearings less $1.50 per wheel.

SIMS (Sims bearings): ☐ Mini Comp $7.25, ☐ Comp $7.50, ☐ Comp II $7.95, ☐ Snake Wide $8.50, ☐ Snake or ☐ Comp II Conical $8.95 (☐ G ☐ Y ☐ B)
KRYPTONICS: ☐ 60mm $6.95, ☐ 65mm $7.50, ☐ 70mm $7.95; Core "C" Series- ☐ 60Cmm $7.95, ☐ 65Cmm $8.50, ☐ 70Cmm $8.95 (☐ Red 78A, ☐ Blue 88A, ☐ Green 93A)
BENNETT: ☐ Alligator™ $7.95, ☐ Supergator™- ☐ Lime (85) ☐ Lemon (90) $8.95
WINGS: ☐ Reg. $7.50, ☐ Wide $8.50 (☐ Yel/Gr, ☐ Or), ☐ **EMOTION** Quix $8.95
PARK RIDER: ☐ #4 $7.75, ☐ Logan #5 $8.50, ☐ #4.5 $7.75, ☐ #5.5 $8.50, ☐ Nucleus #5.5 $9.50.
ROAD RIDER: ☐ #2 $4.95, ☐ #4 or ☐ H.H. $6.95, ☐ #6 $7.95, ☐ TUNNELL Rock $4.50.
OJ: ☐ Slalom $6.95, ☐ Hot Juice $7.50, ☐ Super Juice $7.95, ☐ Radial Juice- ☐ 63mm $7.95, ☐ 65.5mm $8.95, ☐ 68mm $9.50. **DOG TOWN** Rock 'n' Roller, ☐ Conical $8.95, ☐ Flat Back $8.50.
POWERFLEX: ☐ #3 $5.95, ☐ #5 $7.50, ☐ #7 $8.50, ☐ #9 $7.95, ☐ CAD HOT LIPS $6.95.
YOYO: ☐ Red ☐ Yellow $6.95, ☐ White (86) ☐ Orange (92) $7.50, ☐ VAL SURF (2½" x 1⅞") $5.95.
G&S WONKERS: ☐ 60mm $6.95, ☐ 68mm $7.95 ☐ Yel/Gr (92) ☐ Or (78).
POWELL BONES: ☐ 60mm $7.95, ☐ 64mm $8.50, ☐ 65mm $8.25 ☐ Firm (84A) ☐ Hard (89A).
TRAKNOLOGY: ☐ 62mm $7.75, ☐ 65mm $7.95, ☐ 68mm $8.25, ☐ GYRO (alum. core) $10.95.
HOBIE: ☐ Claws $7.95, ☐ Cheater (alum. core) or ☐ 360° $9.95 **SUNSPOTS:** ☐ 65mm $7.95, ☐ 70mm $8.50
"Z": ☐ Z-Smooth $7.50, ☐ Z-Groove $9.50 (☐ w/"Z" Bearing System + $5.50 per wh.), ☐ **ALVA** $8.95.

SAFETY EQUIPMENT/APPAREL (See 2 pages forward)

ACCESSORIES
Grip Tape, per foot, widths: ☐ 1" 20c, ☐ 2" 40c, ☐ 3" 60c, ☐ 4" 80c, ☐ 6" $1, ☐ 8" $1.20, ☐ 10" $1.60; ☐ Extra Traction "Gnarly Stuff," 10" $3.00ft.
Elevator Shock Pads, each: ☐ TRACKER plastic pads ☐ ¼" ☐ ½" 75c ea., ☐ CELL BLOCKS 3/16" plastic, asst. colors 50c ea., Rubber- ☐ ¼" 25c, ☐ ½" 50c, Vinyl, colors- ☐ ¼" 50c, ☐ ½" 75c.
TRACKER: ☐ Mid Copper $3.25, ☐ Ful Copper $3.50.
Precision Bearings, each: ☐ IKS, ☐ AZF (German) $1, ☐ Sims Gold, ☐ Kryptonics $1.50.
Wrenches: ☐ "4-Way" socket $1.95, ☐ "Super Wrench" $4.50, ☐ "Nose Guard" $1.95/kt, ☐ "Suspenders" $18.95/pr, ☐ "Skyhooks" $5.95, ☐ "Robinak" board bag $15.95, ☐ Slalom Cones, $1 ea., #____
Truck Rubbers: ☐ ACS Suspension Kit $2.50, ☐ "StabiLazers" (4) $1.95, ☐ "Clouds" (8) $2.95, ☐ Alva (4) $2, ☐ Bennett (4) $2, ☐ Tracker (4) $2 , ☐ Indy (4) $1.50.
Truck Slider Bars: ☐ "No Hang" $3.50, ☐ "Lip Slider" $5.50, ☐ "Ventrac" $7.95.
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☐ Bennett Plate Conversion Kit, contains 2 Magalum™ alloy base plates, 2 special king pins, washers, rubbers & bushings, $7/kit.
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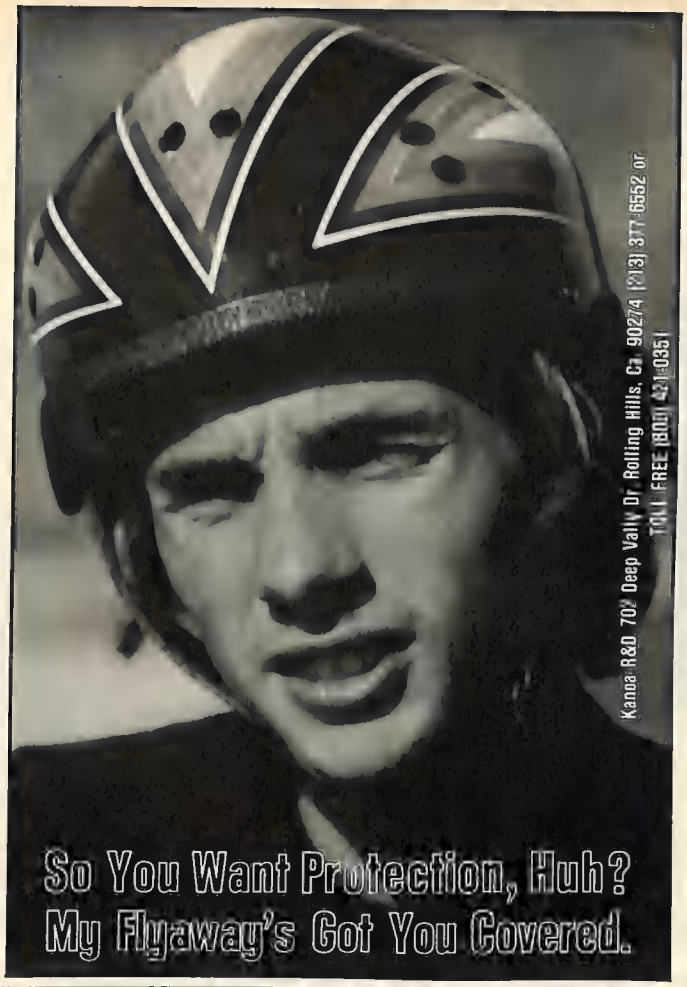

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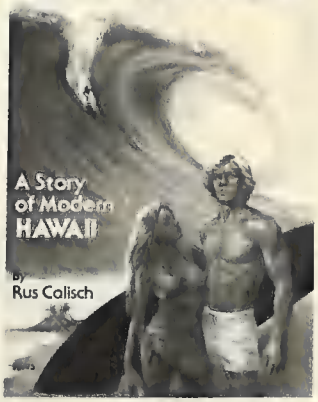

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— Mellow Cat

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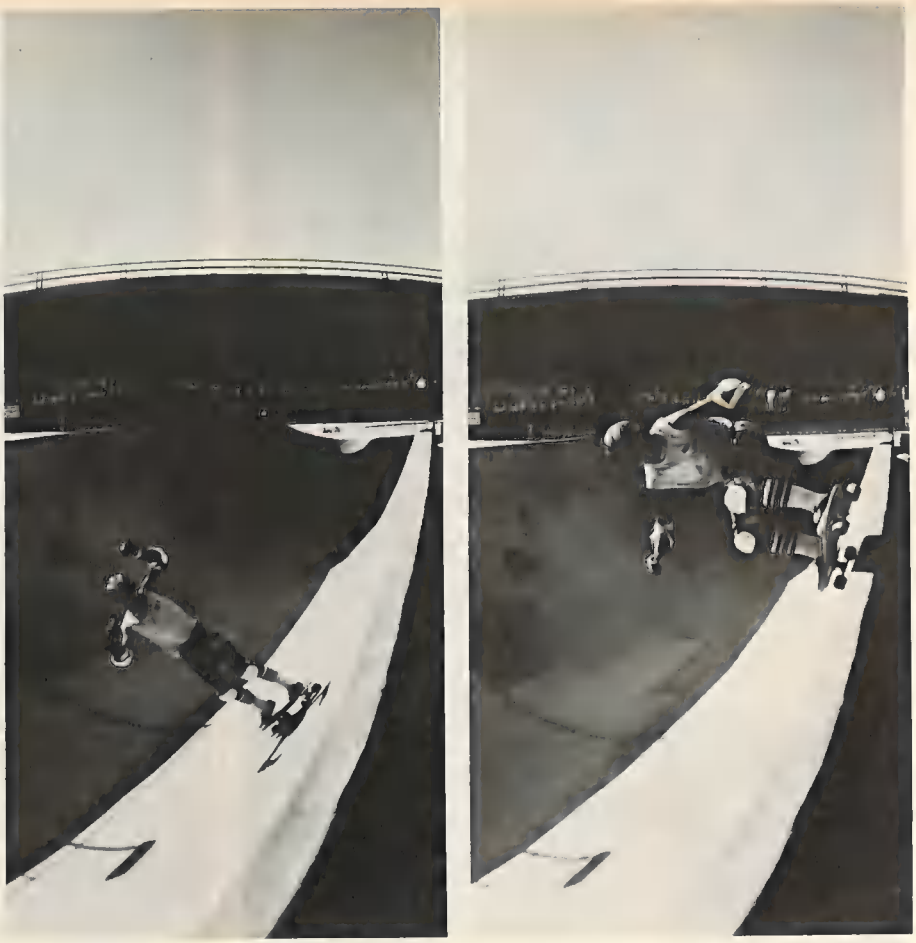
Skate Tips

Number Thirty-three

STALL-FALL

by Doug Saladino



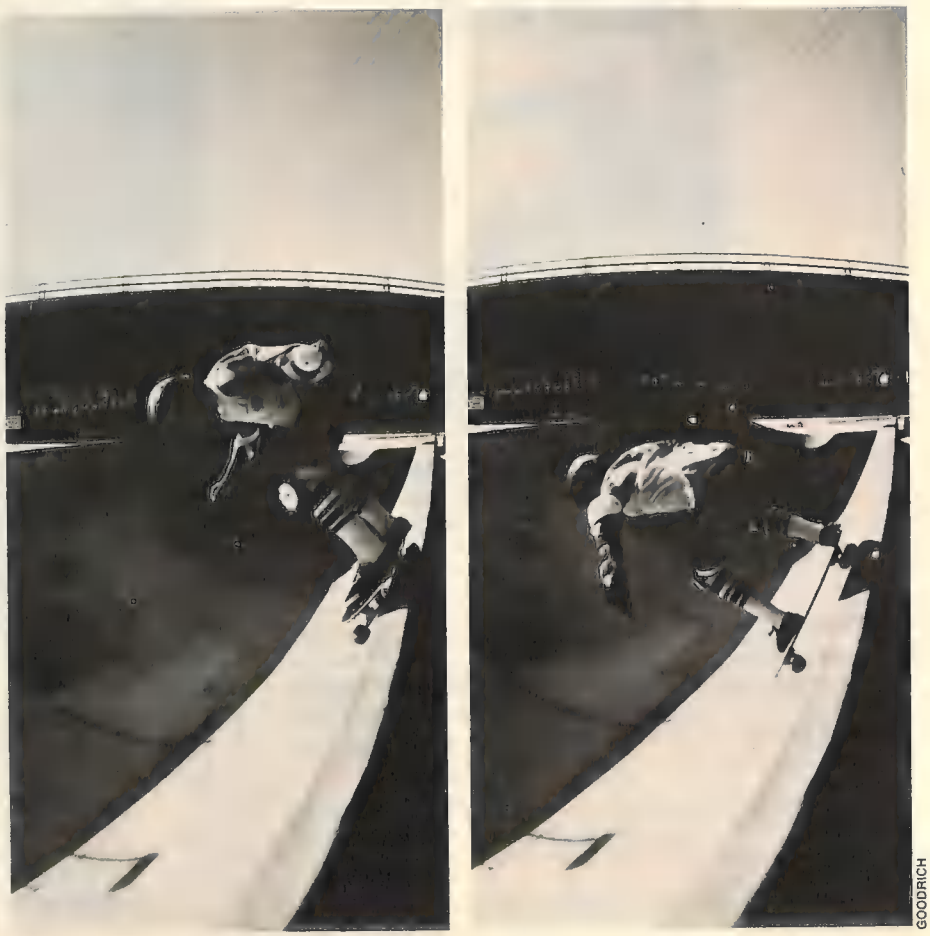
Pineapple. Critical hesitation at Oasis.

The roll-out has become very popular during the last 5 to 6 months of skateboarding. The people that do roll-outs have their own ways or variations of doing it. About a month ago, I discovered a new way of doing this maneuver by a fellow teammate, Jimmy Akin. This type of roll-out usually has to be done on a rather thin lip; thin enough to where your axles can sit on top of the edge. When performing this trick it should be done with great care. If there is too much hesitation while on the top of the lip, your weight will be thrown off and you'll blow the trick.

How to do it.

1. Start off with a lot of speed.
2. As you roll up on the top, pivot so that you're lining up with the edge, and stall on the back wheels. Remember to unweight your body when stalling.
3. After pivoting, your back truck should be set so that your front truck is ready to be set down. After setting the front part of the board down, you should not hesitate too long or, once again, it will throw your weight and the whole trick off.
4. After both trucks or wheels are set on the lip, you'll be ready to kickturn back in. Kickturning back will be similar to coming off a one-wheeler.

After following these steps, you should have the stall-fall wired. Go to it!



GOODRICH

Roll 'n Rock

by Corky Carroll

Hello skate muso's. I'm back with a few more tasty tid bits on sounds you might wish to skate by! Don't forget to drop me a line if you have any suggestions on material you'd like to see presented here. This month we have a good variety of sounds from heavyweight rock to cruizin music. I hope you like the picks and watch for road rocks!

DIRE STRAITS

Warner Brothers BSK 3266

One of the best new bands around and most definitely a smash hit debut album. These guys have found the perfect groove somewhere between the best of Eric Clapton and the best of Bob Dylan. You will be hearing a lot about this band very shortly I'm sure. No doubt a lot of these songs sound alike and that's the only flaw that I see here; but heck, they are all good, so who cares anyway? I like "Water of Love" best although it probably isn't a hit single like "Sultans of Swing" might be. The material was written by Mark Knopfler and you can't mistake the Dylan influence, although the slick production by Muff Winwood and tight orchestration by the band itself lends uniqueness to the songs. I definitely would recommend this one to any of you cruizers in the mood for cruizing in your hot cruizer-mobiles cuz it's cruizing music for sure and will make you want to cruize away to hot cruizer heaven! So go out now and get this record and cruize! (I'm real happy I managed to avoid the overused cliche "mellow" here!)

LEIF GARRETT—*Feel The Need*

Scotti Brothers Records SB 7100

You know I hate to be critical, but I just can't stand this kinda junk! First off, Leif Garrett has the kind of face that you just can't help but want to punch, and the photo on the back of the cover would otherwise be enough to keep me from ever listening to the record. Nevertheless duty calls, so I decided against my better judgment to give it a try. I have to admit that the record is put together pretty well and the vocals aren't really that bad, but there is a total absence of any kind of originality or style whatsoever. Obviously, this is the kind of slickly produced commercial grade pop that you'll probably hate, but your little sister will absolutely love. In fact, this record will most likely sell zillions of copies, all to ten through twelve year old girls who also buy the "Bay City Rollers" and "Shaun Cassidy" records! All I can say is young Leif ought to get out from under the hair dryer long enough to live a little before he gets totally sucked into the hype and commercial packaging that is currently surrounding him. But, then again, he is probably making a lot of fun tickets doing what he's doing and maybe he likes it! Anyway, the record gags!

TOBY BEAU

R.C.A. AFL 1-2771

This record has been out for awhile but hasn't really gotten too much attention except for a moderate bit of airplay with "My Angel Baby." Still, this is really good listening music and is very well done. All of the material is of the same country rock vein as the Eagels or John David Souther, but the songs are unique unto themselves and are well-written. The vocals on all the songs are top-notch and especially good on "Into the Night," which is my favorite cut on the album. These days there are a lot of very similar sounding country rock bands around and it gets continuously harder to tell the great ones from the just good ones; but in this case I would say Toby Beam is a cut above and might be on the verge of breaking through. Of course, only their future releases will determine that. For now this record is a very good start and well worth adding to your stash!

NAZARETH — *No Mean City*

A & M SP 4741

For you hard-core heavy rock freaks this one is a sizzler. The music contained on this album is Mean City all the way and doesn't let up one bit. Good heavy metal is getting harder to find amongst all the feedback, screaming and bloody bullcrud being released these days. Nazareth is a good band and these songs are as good as you will find in this vein. "May the Sunshine" is actually a very beautiful piece of music and "Star" is a true classic! The artwork on the cover by Rodney Mathews is truly remarkable and is the perfect representation of the music. Mean cutthroat kinda stuff; you know the kind of stuff that gets you in the mood for either murder or skateboarding! Your parents won't like this one very much.

GEORGE THOROGOOD AND THE DESTROYERS — *Move It On Over*

Rounder Records 3024

This is HOT stuff! AAHOOO, I like it a lot. Their first album was hot, but this one is hotter. Rockin' rhythm 'n blues at its current state of the art best! Every cut is good, and the album should give off at least two or three hit singles in "Move it on Over" and "Who Do You Love" and possibly "New Hawaiian Boogie." What's really amazing is all this good music is coming out of only three people: George Thorogood on guitar and vocals, Jeff Simon on drums, and Billy Blough on bass (although some added tambourine and maracas by Uncle Meat Pennington). Three piece bands do make more money but usually lack the full-on punch of the more orchestrated groups. Not in this case though; these dudes do know how to play their stuff. My personal favorite cut is the traditional blues "The Sky is Crying;" it's got *a lot* of feeling! As I said before, AAHOOOO, I like it!

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Skate Safe

THE SKATEBOARDER'S DIET

Part II
by Dorian Paskowitz, M.D.

Last issue I promised to spell out for you what, in my opinion, is the optimal skateboarder's diet: What to eat, how to eat, and when to eat it, in order to stay in top form for skating. Remember we said that there were "no fat skateboarder champions?" Well, that phrase should be kept foremost in your mind. But there is another general rule that I'd like to leave with you, which pertains to how and when to eat the basic foods of this diet. It is: "Eat like a king in the morning, like a prince at noon, and like a poor man at night."

In the morning, most young Americans go to school with practically nothing in their stomachs. They say that they're not hungry in the morning. And why should they be? Most of them have had a monstrously large dinner before lying down and going to sleep. So, why should they be hungry when they wake up? The problem is that, as such, you wake up having had nothing to eat for almost 12 hours, and then you eat practically nothing to prepare you for the next 4 hours or so. As a result your energy level isn't up to par.

The human body requires about three good meals a day, and they must be separated by not much more than 3 to 4 hours in between. Some of the most necessary ingredients of the diet — foods that we cannot manufacture inside our bodies, foods that we *must* eat — last for only three hours and then must be replenished. They have to be eaten again. Essential amino acids, the building blocks for our muscles, don't last much more than 3 hours, and then we have to fill up on them once more. So you can see what a poor maintenance schedule it is to eat at 6:00 or 7:00 p.m. and then not get another square meal until 12 noon the following day. That's almost 15 hours without these precious food substances.

It's no wonder some skateboarders lack the power to perform exceptionally well. And, again, I'm not going through all this just to have you be an ordinary skateboarder. I mean to help you achieve peak performance.

There are really two main points here: one, to eat a really great breakfast, and two, to eat three regular meals a day, the biggest in the morning, least before going to bed, and something substantial at lunch.

Perhaps now you can see why it is so important *not* to eat a lot of fatty sugary foods, like donuts and french fries. If you're going to eat three meals a day, you can't load up each meal with a lot of fat and sugar, or you'll get more calories than you need to stay trim. So, to get to specifics, what should these meals consist of?

First off, I'd start breakfast with one or two pieces of fruit. Even in the winter you can usually get apples, bananas, and pears. In summer you can have almost any kind of fruit. And if there's absolutely no fresh fruit available, try a glass of frozen, unsweetened orange juice.

Next, I'd suggest some meat dish, say a plate of stew or even a big bowl of meat-based soup. (Yes, soup for breakfast!) Even a hamburger patty or a small piece of meat will do. It doesn't have to be a giant T-bone steak. Now don't be horrified when I say this, but the next thing that I would suggest would be a salad: a salad made up of fresh, raw vegetables, and with not too much dressing. A simple lettuce and tomato salad will do fine. And how about a nice potato, boiled or baked. And now comes the roughest part — hold your seat — you should have some dish of cooked vegetables, like carrots and peas, or broccoli or even the old standby, spinach.

You can add now a couple of pieces of whole wheat brown bread and a glass of 2% whole milk, for the calcium you need, and there you have it — a meal fit for a king. If you want dessert, OK, then how about another piece of fruit. Otherwise, no sugary desserts. I know that by now I've lost a lot of you two-donuts-and-a-coke diehards. But remember, I don't make the rules here. Nature does.

You need the fruit for natural vitamins and minerals. You need the meat for your high-grade protein. You need whole wheat bread for roughage and fibre in your meal, and the potato for high-grade carbohydrate. And the vegetables, that's the unsung hero of the meal, the miracle food that gives you the enzymes and the trace elements that set the body fire burning. And please don't forget the calcium from milk. Calcium might be the most strategic ingredient of them all. It will keep your bones from giving way on wipeouts, it will sharpen your reflexes, *and* it will keep your teeth in your head for a long time to come.

Do you think that you can get these precious food substances from just your donuts and coke routine? The answer is *absolutely not*. But, you say, won't Tang and a big bowl of Wheaties with sugar and milk do just as well — it works for astronauts and Olympic champions? The answer, again, is absolutely not! Still, you may be thinking, who can eat all that in the morning? The answer is, a hungry teenager — providing he's eaten a light evening meal the night before.

On to lunch: Another piece of fruit; in summer two or even more. A high fibre whole wheat bread sandwich made with tuna fish or jack cheese is good, or even the "surfers standby," old fashioned-type peanut butter. Add a glass of milk and some raw carrots or a bell pepper to chomp on, and you're in there. Reasonable substitute: a whole tomato *after* a piece of fruit, one or two hard boiled eggs, the whole wheat bread, again, and milk. For dessert how about a handful of mixed nuts and raisins?

Dinner is going to be easy to figure out, because it's really what most people think of for breakfast: cereal, milk, toast and butter (not margarine), and a few raisins or dates thrown in. That really seems far out to you, doesn't it? Cereal for dinner — *hot* cereal for dinner. And by the way, Oroweat 7 grain cereal is a great one. But old-fashioned oatmeal with some All Bran thrown in will do almost as well. Raisins will give it sweetness, and you can add a bit of honey, too.

Hot cereal gives you the much needed roughage you read about these days, and that roughage will keep you from having to miss three weeks of contests because of appendicitis, and may help you keep your heart in good shape for years to come. Again, don't forget the proverbial glass of milk for the calcium.

In spite of the fact that you think this meal should be for breakfast, and eaten in the morning, I can promise you it will be satisfying; that it will let you

Radical skating *may* require a radical change in your diet! John Stephenson, layback. Sparks Goleta, CA

FINEMAN

sleep like a baby, that it will keep your bowels in great shape, *and* you'll wake up the next morning with a vigorous hunger, ready for a hearty breakfast.

I have to point out with some forcefulness that the *hot* cereals of many grains are always superior to the popular sugar-coated cereals. Do you know that whole civilizations were based on these cereals: corn for the American Indian culture, rice for the Orientals, wheat and other grains for the Europeans and the Arabic peoples? That was the biggest part of their diet in ancient times. So you must not minimize the value of a cereal meal.

I know that many of you will have trouble adjusting to this drastic dietary change. Still, I want you to at least believe this: The standard American diet is considerably lacking in calcium, vitamin A, vitamin C and a few other very necessary foodstuffs that you just can't prosper without. Most of all these can be gotten by consuming more fruit, vegetables and milk, three foods sadly lacking in the average skateboarder's diet. What's more, the average American diet is too high in fat, and may be as much as a hundred times as high as it need be in refined white sugar and salt. And that might be why, in spite of our scientific accomplishments, we as Americans are still not the longest lived people on earth, and we have far too many heart attacks and strokes.

To be a top skateboarder, or any kind of top athlete, you've got to follow a special set of rules for eating as well as exercising. And weird as it all sounds, the general outline I've given you here is probably a lot better than what you are eating for breakfast, lunch and dinner right now.

Why don't you try this new plan out for, say, three weeks or so. See how you feel, how your weight is affected. And then let me know how it's working. You have only better health and better skating to gain.

SkateBoarder Interview:

LONNIE TOFT

by B. Schwartz

Lonnie Toft will be 21 this May. That would make him 17 at the '75 Cal State Northridge Contest, where I first remember seeing him skate. Mustacheless, thinner and his hair considerably longer, Lonnie was already full on into eight wheeling as an art form, as well as more conventional modes of skating. I can't remember offhand how he placed there in the freestyle event at Northridge, but he was a trip to watch. Since then, Lonnie has generated the same type of response from hundreds, perhaps thousands of unsuspecting observers. A member of the original Sims and Pepsi teams, he has performed numerous demos in Southern California and across the U.S. and Canada. Lonnie's influence has led to the proliferation of the "outrageous" eight wheeler in Texas, on the East Coast and to points beyond. His association with the Skiboard, a surf/skate type vehicle for the snow, has likewise sparked much curious enthusiasm. And, as some of you have pointed out, Lonnie turned on more than a few of his skate brethren to the advantages of the fuller deck (8" and over) long before the present wide board craze took off. It should have been no surprise, then, when we at SKATEBOARDER began to notice that, with the exception of Mellow Cat, Lonnie has been receiving as many inquiries and fan letters as any other skater, including Alva. This was not only something of a compliment for him, but a gage for us in deciding just who might give a timely and interesting interview. On a recent Spring afternoon in a stark office cubicle in San Juan Capistrano, Lonnie proved us right.

Skiboard layback, Mt. High powder.

PHOTOGRAPHY BY CRAIG FINEMAN

You've been around skating for quite a while now. When did you first get into it?
I've been skateboarding for about 10 years off and on. Let's see, I actually started in 1964. I did it in 1964 and a little bit in 1965. I started skating a lot right before the second generation, when the Urethane wheel came out. I've been skateboarding heavily for about 10 years off and on.

Were you living in Oxnard all that time?
I've been living up in that area for about 9 years or so.

Is that where you first got into surfing?
Yeah, pretty much. I surfed a little bit before that, but not too much.

Skating in the Oxnard/Ventura area has always been surf oriented. Do you feel that's true of your style?
I don't know; like, every place is influenced by some local. You know, each skater throws in his own techniques and creates his own style. But I guess my style kind of comes from surfing.

Isn't a lot of longboarding associated with your area?
A lot of longboards are ridden up in Santa Barbara. Like, Tom Sims used to ride boards 44 inches long. But now most of the boards are 30 and 33 inches long.

In Ventura, Steve Monahan, Richard Vanderwick and Steve Miller used to be hot on longboards.
Yeah, they were and they just kind of faded out.

So who are the hot locals in that area now?
John Stevenson is an outrageous rubberman. Jack Waterman and Tom Fain are hot. Gordie Lienemann is incredible in freestyle. There are some more guys but I can't think of their names now. Gotta give them credit.

Did the park [The Endless Wave] have a lot to do with that?
Oh yeah. Before that there weren't too many skateboarders in Oxnard, or there were but they just freestyled and they had to drive south to skate vertical. And they didn't like that. But when the park opened, there were just tons of skateboarders who turned up.

They previously had to drive to L.A. or San Diego Counties to ride pools or bowls?
Yes. Well, there was occasionally a backyard pool in Oxnard, but not too often.

You started off as a freestyler. Weren't you freestyling on your eight wheeler in '74 or '75?
Yes.

So how did your eight wheeler evolve?
Well, my brother Dan used to ride in '64 and '65 and then in about '73 or so, and he just mentioned the idea to me. I was in my garage making a new skateboard, and he mentioned something about eight wheel skateboards and I just cut out a design, made a skateboard. I cut it out by hand, went to the swap meet and got eight clay wheels and some roller skates, set the board up and tried it and it worked. Later, when I had access to better wood,the boards started to become more functional and I started riding them in swimming pools.

Five out.

When did you start riding them on vertical?
In about '75.

Did you find it was more difficult or easier than riding a conventional board?
It was a lot more difficult. Like, in a swimming pool it took a lot of practice; but after a lot of practice, I started to be able to ride them and maneuver them almost like a regular skateboard. And pull off more radical maneuvers than you could on a regular skateboard.

What are the advantages?
The advantage was that it was just different, you know. The advantage was that it kept me enthused in the sport. Riding just a conventional skateboard gets kind of boring sometimes, so if I ride something different once in a while, I can keep myself enthused with the sport.

What are the disadvantages?
Well, when I set up an eight wheeler, I get a ruler and measure the exact middle, make a right angle and set my trucks so they're all perfectly set at right angles and then they work pretty good. The disadvantage is if you get one truck a little bit off, the board won't work as well. Instead of going straight, it's going to kind of go to the side, you know. And other disadvantages would be in really tight swimming pools, it's really hard to maneuver it. But in a wide open bowl, you can be riding on the right rail on a backside grind and then transfer over to the left rail and do a frontside off the lip and hang seven wheels out and then come down and do some kind of slide or something on the other wall.

Are you still riding an eight wheeler?
Yes. I still ride them.

How much of the time do you ride an eight wheeler as opposed to a four wheeler?
Well, in freestyle almost half as much and in pools I ride them even more, but not quite as much as I ride my regular board. I also have an eight wheeler kneeboard that I made that is about 20 inches wide and about 35 inches long. It's kind of like surfing; it's good in reservoirs. It's just another kind of skateboard.

Rad rollback, Oxnard.

Did you ever kneeboard surf?

No. I just stand-up surf. But I ride a surf ski. You sit on them and you paddle it like a kayak. Merv Larson invented them. Larson's up in Santa Barbara. But the kneeboard eight wheeler is just a bizarre idea. I thought I'd try it and it worked, you know. There are not too many kneeboard skateboards and this is functional and it worked.

We've found that a lot of people have got into eight wheelers as a result of seeing you ride them. There are supposed to be some hot eight wheeler riders in Texas and Florida and on the East Coast.

Yes. Pineapple and Dennis Martinez ride them in freestyle. Like, Pineapple got first place riding one [Oceanside '78]. He didn't ride it the whole time but he performed some tricks on it. And I have a couple of other friends like Gordie Lienemann and Jack Waterman who ride them really well in swimming pools. Gordie rides them incredibly well in freestyle. Also Willie Winkles in Canada.

You also ride a conventional board and you've been into wide four wheelers for quite awhile. Conventional skateboards, except wider. Was that kind of a spin-off from the eight wheeler?

Well, before my eight wheeler I was riding fairly wide boards.

Back in '75?

Yes. I was riding a hand-cut plywood board with some gravel and resin on the deck for traction. I had the same board for a couple of years and it was about eight inches wide, something like that.

On wide boards:

"It feels like surfing and that's where it's at."

Everybody else was riding boards about six or seven inches wide. And my boards were blunt: they had a round nose and a square tail. Those that everyone else was riding had pointed noses and diamond tails, which I found to be unfunctional because the pointed nose in surfing is made for off-shore winds and the diamond tail is for certain types of turns and skateboarding is a whole different sport — there are no off-shore winds in skateboarding and your foot needs a lot of area. I feel really comfortable on a really wide board because it's a lot more stable and you have a lot more control. You can't get as good a turn on a really narrow board as you can on a wide board.

So how long a board are you riding now?

At the present time I'm riding a 32 by 11 inch. More of a square shape. I mean the nose is rounded but it's really blunt shaped.

For a maximum amount of surface area?

Yes. My feet just fit perfectly and it's extremely functional. And I'll probably come out with a longer eight wheeler also.

Where do you think board widths will settle in 1979?

Well, it's supposed to settle at ten; but if the trucks get wider and the wheels get bigger around and wider, I think it has to make a wider board more functional. And more like surfing. That's what everyone's saying. It feels like surfing and that's where it's at.

So you think maybe the wide board is drawing skateboarding back to surfing, back to its roots?

Yes. The basic styles are changing and they're getting more and more like surfing. That's what most of the hot riders are saying. They're just trying to relate skateboarding to surfing.

While taking advantage of the increased stability?

Yes, definitely. Like when the wide boards came out, maneuvers were getting more and more radical within a few months. And now new tricks are being learned.

There are a few new trucks coming out for the wide boards. What do you use?

I'm using FulTracks with Copers and extenders to make the truck a little bit wider. They seem to work excellent.

What about wheels?

I use Sims Snake wheels. Conical wheels are really fast.

Are there special wheels that work best with the wider boards?

Yes. With a really wide wheel and a wide board, it's kind of like riding on the edge of the wheel. Whereas if you have a little bit narrower wheel that's kind of tall, it's a little bit more functional, at

least for my type of riding. The Sims Snake is fairly narrow and tall and it's really fast. That's the kind of wheel I prefer.

It seems the reason the current trend toward wide boards came out of Dogtown was because they were the right people in the right place at the right time. Gunner Hugo was off riding them in the outskirts of San Diego County and you were off in Oxnard on the outskirts of L.A. County. Neither of you were near a population center or competing in contests then. So it took somebody else to introduce it. It took somebody like Alva.

Yeah, pretty much. I'd see him pull up to a contest with it and I'd just go "Wow, I used to ride boards like that." You know I used to go to contests with really wide, round boards and I used to get harrassed all the time. Like, "Look at that board. What kind of board is that?" And I'd take my board to a manufacturer and they'd just say, "No way, that won't sell." So I'd have to make it a little bit narrower. Well, Alva and the rest of those guys, like Jim Meir, Wesley Humpston, and I used to ride pools and skateparks together and my boards were always really wide. I guess it took someone like Alva to get other people to accept it because he's got such a big name. When he showed up with that everyone else went, "Wow," and the next thing you know every board out on the market is wide.

Lately, it seems you've been keeping a low profile. Do you enter contests anymore?

On groupies:

"I don't need the variety pack to keep me happy."

Occasionally I enter a contest. I'm not too much into competing against other people, you know. I go skateboarding with friends and have a good time because that's what life is all about. I mostly just stay in my home grounds but I occasionally travel. Like, just a few weeks ago I went to Utah and went Skiboarding. I occasionally travel to San Diego or Santa Monica or Santa Barbara and ride parks but, I don't like spending too much time in other places. I'm happy where I am.

Which are your favorite spots? What type of terrain do you prefer?

I like Oxnard [The Endless Wave]. I ride the place pretty much. I like the pool; it's not super, but it's great for having a good time. And Marina Skatepark is pretty good. I've only been there a few times but it's a really fun park. Goleta Skatepark in Santa Barbara is a pretty good park. And Skatercross, except for its location, is a really good place to ride. It's like riding a wave. You make a turn off one wall and you hit the other wall. It's a "snake pit," you know. Snake pits are a lotta fun.

Are you pretty much exclusively a skateboarder now? Or at least professionally, in that that's what you do for a living?

Yeah, that's the way I'm making a living.

But you're also getting involved in promoting the Skiboard.

Yes, I ride them. Bob Weber introduced the Skiboard to me.

When was that?

A couple of years ago. Bob's the guy who made them. You know, he designed them. And I've been riding Skiboards now for 2 years and it's just incredible. You can actually carve turns and it's just like surfing or skating. In Utah we went riding with a couple of boys from Winterstick, and we found this place that was like a snake pit and you could actually carve down this hill and bounce off this wall, come up the other wall and ricochet. It was definitely a lot of fun.

Who do you give credit to for the present development of the Skiboard and similar vehicles?

Well, Dimitrije Milovich. He's been riding and experimenting with them since about 1969 and he's put a lot of time into them; into the basic design and in riding them in the Utah area. But he's only made about 150 of them to date. It's going to be a whole new sport as soon as it takes off, as soon as it gets accepted. You know, a lot of the ski areas now don't allow them on the lifts; so what you have to do is hike up the mountain or take turns driving a car up and drop off friends and go down.

Do you ski also?

Yeah, a little bit. I just started skiing within the last few years. Skiing's fun.

How did it come about that you and Sims became involved with the Skiboard?

Well, Bob Weber has been working on it since about 1972.

As an off-shoot of the Winterstick?

I'm not even sure if he's ever seen the Winterstick. Like, the Skiboard's made out of a whole different material. It's P-tex. Bob introduced the board to Sims two years ago and I tried them out and they worked and from there I just modified and made them more functional.

Are bindings essential on this type of vehicle?

Oh yes, if you don't have bindings, your feet just slide all over. I'm making some new bindings that hold your feet on there really well. You can do more aerials and helicopters and ride more radical and vertical terrain.

Does the Winterstick use bindings?

Yes, the Winterstick uses bindings, too. It's just one elastic strap that goes over your foot. I'm working on something that's a little bit more involved than that.

What is it like? Velcro suspenders?

No, at first Velcro would be okay but after it got wet in the snow, it would freeze and it wouldn't work anymore. I'm working on something more like a really thick bongie cord. It seems to hold your foot in there pretty well.

I understand you were trying different fins [SKEGS]. How do the fins differ and how do they affect performance?

Well, I've experimented but I haven't stayed up in the mountains for months at a time, so I can't *really* feel the difference. I can feel the difference but not to the point where I can just say, "This is happening or this is not happening." I've tried single fins and two fins and three fins and moving the fins up and down the whole board. I've tried a lot of different variations and, you know, some things work better than others; but even without a fin, it works in powder. It works excellent in powder.

Why do skiers get upset?

Well, all they've ever seen are those two skis and standing parallel. A lot of those people have never been to the ocean or surfed or don't understand surfing. They see something like Skiboarding and they can't accept it because they're used to seeing the conventional and anything new automatically "doesn't work" and it's not accepted.

Is that the reason they're not allowed on the runs?

Well, it's also because of their insurance, which doesn't allow so-called "snow vehicles" on the mountain. But more places are starting to let them go up on the slopes.

What is Sims intending to do with the Skiboard?

Well, he intends to modify it and promote it. Chuck Foote is working on some new designs, with concave and convex and grooves and all kinds of contours. New fin designs and bindings, too. He's going to come up with something really interesting that's going to be really functional.

So what else is Sims up to? He has been kind of an eclectic character. He was very prominent and very vocal at one time. Now he's settled back and making money?

Yeah. That's pretty much his life. Traveling and making money. He doesn't do too much skateboarding; he does a lot of surfing and sailing, I guess.

Coper slide, Marina.

G-turn, Nowhere Land.

On drugs:

"I don't have to be high to skateboard or surf."

How long have you been with Sims?

Well, I've been riding for Sims since about 1974. I was competing in all the old contests, like Steve's South Bay and Orange County. We were on the Skateboard Magazine team; Jim Mahoney and the rest of the crew. When that magazine went down, Sims started making his own boards and making his own wheels and I went to Sims and cut out my own boards and started riding his wheels. Since then I've been riding for him, promoting his products and giving him new ideas.

Other than the eight wheeler and the Skiboard, what other types of design work have you been involved in?

I've designed a lot of neat skateboards. Like, all the skateboards I ride, I designed myself. I designed my own freestyle board, my bank board, my pool board — I have boards for almost anything. Having a variety of boards like that keeps me enthused in the sport. Again, if I only had one skateboard and rode the same

skateboard everyday, I'd be so bored I wouldn't even want to be involved in the sport. But having a complete variety of skateboards keeps me stoked and I can take the skateboard to the full extent. I'm also working on using graphite to make the board lighter and stronger. I'll probably have a graphite model in the future.

Just how close is your skateboarding to your surfing?

Well, some of the maneuvers are similar, like off the lips, carving turns and cut-backs. I just kind of try to relate my surfing. Other skateboarders do the same thing; because there's not always waves and when there aren't waves, skateboarding's the next best thing.

How long have you been surfing?

About 7 years.

What do you ride?

I ride a 6'6" Bonzer swallow tail by the Cambell brothers. And it rides like something in between a Rocket fish and a Bonzer. It's a really good board. I just have one and it can handle just about any waves in California.

You've done a lot of Pepsi demos. How long have you been on the Pepsi team?

For about two or three years. We were, like, the original crew: Stacey Peralta, Gordie Lieneman, Jerry Valdez and a few of the other boys. We got it totally going.

Do you feel the program was a success?

It's a good idea. It really promotes the sport. Go to elementary and junior high schools and even colleges all over Southern California, and the kids get out of class and see some guys skateboarding and have a laugh and get a free Pepsi on top of that. If I was in school and a skateboard team came, I'd just be freaking out. That's the best thing that can happen to them.

Is the program still going on?

Yeah, we're still giving demonstrations. Not as many as we used to but we're still occasionally going to schools and giving safety demonstrations.

How do you feel about school? How far did you go on your formal education?

Third grade.

Really?

No, I'm just kidding. I graduated from high school and I went to college for about five weeks and I couldn't handle it. I'd just wake up in the morning and it would be a really beautiful day with five foot waves and I'd have to go to school but I'd rather be surfing. I think I've learned more being out of school than what I would have learned when I was in school. Just from experience.

You've had a lot of opportunity to travel. Where have you been?

I've traveled to Hawaii, Canada, all over the East Coast, Utah, Colorado, Mexico — that's about it.

What differences have you noticed in the skating in different areas?

Well, some of the most stylish skateboarders are in Hawaii, because their roots come from surfing. I've seen little kids in Hawaii, just five years old, that were just ripping and I couldn't believe it. I think as soon as they get a skatepark over there it's going to be incredible. But there are good skaters everywhere. In Canada, the East Coast, Colorado. Like, skateboarders in Canada a couple of years ago were way behind but now they're right up there almost with California. Almost up there with some of the top skaters . . . You know, the pioneers, Alva, Peralta, Adams and Darren Ho, have toured around and left their mark.

Into home break.

Skate, surf and snow man – Lonnie Toft.

Bound for flight.

Do you feel that skateboarders are a different type of people? Or are they just like everbody else?

They're pretty much just like everyone else. They just sometimes get a little bit carried away.

Especially the pros?

Yes, like professional basketball players or football players; they're pretty much the same thing. Skateboarders are not that different from anybody else.

The only difference is that they're achieving some measure of success in their peers' eyes at an early age. And in some cases it may be harder to deal with it.

Yes. Definitely. There's not too many little kids six years old that are rock stars.

A lot of the skateboarders are into the rowdy star scene and the groupies. How about you?

They can have the groupies. I'm happy at home. I'm in love with a beautiful long blonde haired woman and I don't need the variety pack to keep me happy. I like the simple life. Just a few friends, surfing a little and skateboarding. Occasionally traveling.

On eight wheelers:

"If I ride something different once in a while, I can keep myself enthused with the sport."

I understand you had an eventful trip to Texas, and some of the skaters got carried away . . .

Yeah. We were going to Texas with a whole crew of skateboarders and they were all having a full food fight and totally getting into it and so the airline pilot threatened to take us back to Tucson and have us arrested for breaking some federal regulation or something. Causing trouble on the plane.

Whatever happened?

Well, we got off the plane and everyone at the airport knew what had happened and the pilot had called up the airport and told them he wasn't going to fly us back if we took the same plane. But I'm not into terrorizing and radicalism and nazis and going into hotels and kicking down walls and pulling at waitresses dresses. I'll let everyone else do that. I have better things to do.

How do you feel about drugs? I don't know if this will be edited out, but what are your thoughts?

I don't know. I don't have to be high to skateboard or surf. I can have fun just beng normal, you know. But as far as acid and the rest of that stuff goes, I'm not into it.

Earlier you talked about your favorite terrain. What would be your ultimate park?

The ultimate park? I don't know. Maybe twelve-foot bowls, perfectly round, no transition flaws and no little bumps. Coping that doesn't stick out too far. I like snake pits too; like, a wall here and it throws you off into a wall there and it has another wall that throws you into another. It's just one big long run of vertical walls.

Snake attack, Oxnard.

Have you ever stopped and considered why you skate?

Well, I don't like playing basketball or football or any of the other conventional sports. I'm more into water skiing and surfing and skateboarding and snow skiing. You know, those are sports that you do alone and you're not competing. Well, you're kind of competing but you're not physically knocking someone over.

I understand you're into Mellow Cat?

Yeah, those Mellow Cat comics are pretty interesting.

I have the feeling that some kids are offended because they think that skateboarding is too sacred to be laughed at. But maybe life has to be laughed at.

Yeah, if you take it too seriously then you get depressed and start running into all kinds of problems. But if you laugh at it and forget about it, then you're a lot better off.

Is that your philosophy of life?

My philosophy of life is to be creative and have a good time. I also believe in karma; it all comes back to you.

On roudyism:

"I'm not into terrorizing or radicalism and nazis and going into hotels and kicking down walls and pulling at waitresses' dresses . . . I have better things to do."

What do you intend to be doing five years from now?

Five years from now? Well, I really can't tell you. I could be doing all kinds of things. It's likely I'll be doing what I'm doing now. But if not, I'll be surfing and pounding nails.

Pounding nails . . . a carpenter?

Yeah, carpentry work. My dad was a carpenter.

Is there a viable future for the professional skateboarder?

There's a future. You can learn about the business and learn to promote products and improve design and develop your own products. It's just like any other business, except that you're dealing with skateboards.

What do you see in the future for skateboarding?

Well, the skateboard is going to be catching up with ski equipment. It's not slowing down too much; it's always advancing. I mean, if I go somewhere for a week or so, when I come back there's always some new product out; a new wheel or a new skateboard or a new truck or something. I think there's always going to be a need for skateboarding. Almost every kid wants to skateboard. And I think, in the future, the equipment is going to get better and safer. Skateparks are just going to get better and better and it's going to be a true sport like any other sport; like skiing or surfing.

FINEMAN

Local favorite Peter Gifford skated up to early expectations, taking 2nd in the Bowl Freestyle.

Northern California Pro-Bowl #2

MILPITAS

by Jim Goodrich

The stage was a park in the lower San Francisco bay area near San Jose. The players were 35 of the toughest competitors from all over California. And the system was designed to make or break those skaters in two days of grueling events. Such were the conditions last January at the Northern California Pro-Bowl Series contest held in the main bowl at Skatepark Victoria in Milpitas.

There could be no doubt of the local favorites on Saturday the 13th, the first day of competition. Tim Marting was there representing Sunspots. Peter Gifford, Robert Schlaefli and Eric Halverson were with Haut. And Kevin O'Regan and Randy Buck showed up for Santa Cruz. (Brian Buck, through an unfortunate accident during practice, was not able to compete.)

The judges, Dan Petersen, Craig Braswell, Bob De Nike and Fred George, were all from the local area and were given the task of implementing a "new" judging system — new to skateboarding but hardly new to other sports. It consists of a 100 point system which is broken down into 5 categories: 55 points for degree of difficulty, 20 points for execution, 10 points for risk and radicalness, and 5 points for originality. This same type of system is used in gymnastics and a variation of it was used in the freestyle competition at Oceanside last year.

Many of the skaters arrived early in the week for practice but found the wet weather a definite restraint and were forced to find other means of escape for their pent-up energy. The weather proved a considerable change from the 105 degree heat experienced at the Winchester contest (N. Cal Pro-Bowl #1) just a few months earlier.

Though the clouds and the cold remained, the rain subsided (perhaps due to the numerous requests to the "big man" in charge) and the contest started on schedule that morning.

The competition area actually consisted of two connecting bowls, one with tile and coping and the other with a rounded edge. The skaters utilized the pool end of the double bowl and though it was somewhat slow and had little vertical, it still promised to be a worthy proving ground.

Originally the competition was to consist of the pool freestyle, doubles

TERREBONNE

Top cat Marting in mid fackie tail drop.

Northern Californian Kevin O'Regan, formerly a local at Skateboard Odessey (Mission Viejo, CA), snagged a clean 10th from many older, more experienced competitors.

TERREBONNE

Stall-falling Steve Alba continued his streak of successes with a credible 3rd.

GOODRICH

FINEMAN

Shogo Kubo, on leave from Cherry Hill, skated as though, well, possessed, and took a thoroughly deserved 4th.

GOODRICH

Rodd "the bod" Saunders pulled off some of the most difficult foot-plants of the contest.

TERREBONNE

Dave Andrecht (foreground) and longtime mentor, Dennis Martinez, developed a surprisingly successful chemistry in the doubles event, earning 2nd place.

and what was called "team-tag," but the rain cancelled out the latter event on Sunday.

From the start, and in spite of the new strict judging system, it was a fun contest with the competitors showing new maneuvers as well as refinements of the old ones. Tim Marting could hardly be touched by anyone with his unique rock-and-rolls and effortless back-side air. It was obvious that Tim knew how to play the new judging system and that in this contest, bionic and gnarly alone would not bring home the check. Variety and consistency proved to be the rule here and that was the difference that gave him his eventual victory.

David Andrecht of Sims racked up points with aerial axle stalls and an artful style, which had earlier gained him a 2nd at the Oasis contest in San Diego. Mickey Alba from Kryptonics beat out many of the heavy competitors yet slipped out of the final line-up in his last run. His brother Steve, however, never faltered from his first run all the way through to the finals, once again earning his nickname, "La Machine."

Doug De Montmorency, with an incredible adaptability to any terrain or maneuver, was experimenting with two-handed frontside aerials, proving impressive as he coupled them with hand-plants and backside air.

As the first day progressed, it seemed that the cold weather only pushed the skaters harder, and as the preliminaries were ending, the skating became increasingly more aggressive. Charlie Ransom and Rodd Saunders both executed some very tight foot-plants which earned them points in originality but failed to push them into the finals. Another close race for the finals was put in by Southern California favorite, Bobby Valdez of Powerflex, whose smooth routine missed the semis by a mere 3 points.

The 16 semi-finalists started their routine with no apparent threat of rain as they began fighting for the coveted top 8 spots. From the start, it appeared Steve Alba, Chris Strople, Peter Gifford and Shogo Kubo were headed for top placings. Tim Marting just kept improving on his already well-thought-out routine. Steve Olson rose sharply in the semis but dropped to 8th in the finals. One young entry who took most of the skaters by surprise was 13-year-old Kevin O'Regan as he succeeded in

FINEMAN

Though not a finalist, Scott Parsons showed some hot moves, including this hand-plant.

GOODRICH

Darrell Miller cuts close beneath Bobby Valdez in one of the most precise moves of the doubles competition. Their final routine, however, was marred by various falls, knocking the amazing duo into 5th place.

GOODRICH

Northern Californian doubles team, Chito Martino and Dan Dubbert, put in a spicy routine worthy of their 3rd place finish.

duplicating most of the skaters' maneuvers move by move and took 10th place.

As the last heat started in the semi-finals, the skating became so critical that a fall or partial incompletion of a trick could and did mean the difference between winning and losing. (One fall, for example, could cost the loss of 5 points from each judge.)

Chris Strople pushed with such an obsession, one could almost see blood in his eyes, yet he was able to temper his aggression enough to capture a 5th place. Shogo performed smooth yet radical bert-reverts, utilized the entire pool and varied his routines, putting himself in 4th. Robert Schlaefli and Eric Halverson of Haut had worked hard to wire the pool, giving them the edge they needed for their 6th and 7th respective placings. Still, it was Tim Marting, having done his homework in understanding the pool and the judging system, who went home with a well-deserved first.

So ended the first day of a very intense skate-out. Tomorrow would bring the doubles competition, usually a less competitive event but frequently the stage for encounters of the "very close" kind.

The regular favorites, Ayres/Jetton and Valdez/Miller, were there, along with a favorite local team of Dan Dubbert and Chito Martino. Dave Andrecht and Dennis Martinez joined at the last minute, creating a surprisingly successful combination as they took 2nd place. Though Bobby Valdez and Darrell Miller had an incredible routine, featuring close timing and daring over-the-head aerials, the duo was plagued by many falls which weighed heavily against them. On the other hand, the long-time winning team of Tony Jetton and Greg Ayres seemed unbeatable as they worked intricate lines with the kind of clockwork timing that defines a superior doubles routine.

With fate evidently on our side, the first drops of rain started falling only as the last heat of the doubles was completed. Everyone headed for cover and soon the foosball and pinball machines were being attacked as vigorously as the pool had been minutes before. So ended the final contest of the Northern California Pro-Bowl Series — an auspicious beginning for pro bowlriding in this part of the country.

TERREBONNE

Doug De Montmorency showed flashes of brilliance yet failed to make the cut for the finals of the bowl riding.

Tim Marting, $1,000 richer, poses with winning score. Having also taken top honors at Winchester last fall, Tim emerges the undisputed winner of the brief N. Cal. series.

Fifth place finisher in the bowl freestyle, Chris Strople, came on strong at the start and never let up.

FINALS:

BOWL FREESTYLE	Total Points
1) Tim Marting	569
2) Peter Gifford	563
3) Steve Alba	554
4) Shugo Kubo	552
5) Chris Strople	546
6) Robert Schlaefli	545
7) Eric Halverson	540
8) Steve Olson	527

DOUBLES:

1) Ayres/Jetton	525
2) Andrecht/Martinez	509
3) Dubbert/Martino	496
4) M. Alba/De Montmorency	470
5) Miller/Valdez	465
6) Minguead/Tatum	462

FINEMAN

TERREBONNE

F O C U S

GOODRICH

David Andrecht. Ron Fernandez's ramp. La Mesa.

Brad Bowman, Marina

FRIEDMAN

Tony Alva, Marina.

MILLER

Paul Hackett, Marina.

SkateBoarder
MAGAZINE

Sometime Alan Gelfand sidekick, Mike McGill, isn't quite overshadowed by his fellow Florentian, Marina.

CASSIMUS

KRYPTONICS

Steve Alba. 15 foot bowl, Upland.

RAMPS

A DISCUSSION WITH RAMP PIONEER RAY ALLEN

by Gregg Ayres

For some time now, Ray Allen has been highly involved in surfing and skateboarding. It's no wonder Ray came well recommended by many top skaters for this interview, when you consider his varied and unique background: former West Coast director of 4A ("Pro") USA surfing competition, which he also judged on occasion; guiding force behind the Malibu Skate Team; judge for all four Hester-ISA Pro Bowl contests; designer and manager of Marina Del Rey Skatepark. On the lighter side, you may have seen Woody Allen's double in his critically acclaimed acting appearance as the mad juggler in the multi-sport film, "Go for It." But the main reason we chose Ray was his experience in building numerous ramps and his eye for even the most minor details. This meticulousness is in evidence at Marina Del Rey Skatepark, which has such features as speakers positioned in the pools, and shadowless lighting centered over all skating areas. Ray gladly accepted the chance to share his expertise in this facet of the sport which we feel deserves renewed attention.

(above) Young Eric Carlston, burning wood.

Did you invent the skateboard ramp?
I can't say that I invented the ramp, but in my own mind I was one of the first people to build a curved ramp that simulated the side of a pool, where you get a 6, 7, or 8 foot radius and a couple of feet of vertical at the top.

One of the first ramps we built was not square, but angular, such that it felt

SMITH

Rampage demo ramp

like it had a big kink in it and you got a jolt on the way up and another one on the way down. Guys like Dave and Paul Hackett, who were on the Malibu Skateboard team at that time, could ride the ramp, but did not enjoy it; so we eventually rounded out the sharp angles (where it met the ground and in the center). It was hard to skate — it took a good skater with a lot of balance and ability to be able to ride it. At that time we traveled as a team to a lot of parks, which became expensive. It was hard for us to go back and forth a lot from the Malibu area, so we built ramps.

The first curved ramp we built worked pretty good. We built it with 2X4's for the support areas and plywood for the curved surface. But we were still learning. One of the skaters, Paul Mohagen, went shooting straight up to the top and fell and had to jump. He was running down, and he couldn't run all the way and he put his foot right through the bottom portion of the ramp all the way up to his knee. Fortunately, he managed not to break his leg and, as a result of the incident, we started to experiment with different materials. Quarter inch plywood was really good for putting the curve into the ramp, but we had to use two sheets in order to get the half-inch strength. In that way, whenever you fell off at the top and ran down, you didn't kill yourself.

We constructed the ramps by drilling 3/8" holes and using 5/6" carriage bolts and hex head bolts, which you can get at any hardware store. Instead of regular nuts and washers, we used "T-Nuts" which have spikes, imbed in the wood and do not come loose with vibration. We were able to take it apart so we could move it from place to place. A lot of times we had to take it to one person's house and after two or three weeks their dad or mom would say, "Wait a minute. This ramp is causing a lot of confusion around here." So we would have to go

Harvey Hawks, winding out a smooth aerial bert in Frisco, CO.

someplace else and we would move it around from here to there.

The next ramp we built was for the movie *Skateboard*, and that turned out to draw a lot of interest from people in the industry, and one guy named John Baron, who was putting together a company called Imperial Century, saw the ramp. He came over and we talked for a bit — we were going to get together and do some ramps, but I was pretty busy up in the Los Angeles area and John was down in San Diego, so he ended up talking to some people down there who built him a couple of ramps that turned out to be the first Pepsi Cola ramps. And so there was an interesting evolution there.

How many ramps have you made?
I've probably made about 15 or 16 ramps altogether. I started keeping a record of them after a while. After those first three, we built four or five for the movie *Skateboard*. The takeoff ramp at Reseda Skatercross is another ramp that I built. It had to be constructed in two pieces and lifted onto a big truck, and then we lifted it over the fence, and put it in place. That was kind of interesting because I worked on it a lot of time at home with Jimmy Allard and Paul Mohagen helping, then took it up there and got it all put together. We finished about 7 or 8 at night, and there were a lot of skaters on the run at Skatercross, and everyone was saying "Let's take a ride on it." And I said, "Wait a minute. I built this thing and I'm taking the first ride. I haven't even tried it out yet." And then I said to myself, "Wait a minute, I gotta' go down this thing! No one has even tried it yet." By that time I was kind of stuck — everyone was looking at me saying, "OK, Ray, hit it." I get to the top and look down and say, "Oh, my God." I was afraid of what they were expecting me to do. It was like dropping into the big bowl at Carlsbad. A real terror, you know. So now I get all my stuff ready, get all my safety gear on, and hop my skateboard and go flying down, and sure enough, I make the run; I hit the first bank, whoosh, there's a big crowd looking at me, and I make it out alive. Now I guess it provides a lot of fun out there for those guys to get speed going into the run at Skatercross. That's a really fun snake run.

Recently some people came to me for a ramp to be used in a Broadway play. Bob Biniak taught some of the actors how to ride a skateboard, and they needed a bank at the bottom of a ramp on stage. So that was another ramp I built. And when Paul and Dave Hackett, Jimmy Allard, and Andy Lyon of the Malibu team were doing stunts and demos with the Suspenders, they needed ramps to get air and helicopters. You probably saw them in past issues of SKATEBOARDER Magazine. One of the things about those ramps, the first ones I built, was that sudden jolt at the bottom of the ramp when you went up onto the ramp. We wanted to make that transition at the bottom easier. So I worked out a way of using two sheets of ¼ inch plywood that would mold into a nice transition. That's an area that really takes a lot of beating, and you have to construct that carefully.

Do you have any engineering or carpentry background?
That is really an embarrassing question because in woodshop in high school I built a chess set that was the worst! I got a D on it, right? I had a hard time — I never could make things come out right. I just wasn't into it. But, when it came to the ramps — I really wanted to build ramps. I wanted to build a ramp that would work, so I went out and tried to learn everything that I could within a short period of time in order to build a

CASSIMUS

good ramp — one that would be as functional and inexpensive as possible. It's kind of amazing that I was able to build these ramps without a lot of knowledge about carpentry or woodworking. It just went to prove that all the tools and all the materials are out there just waiting for anybody who wants to build a ramp. And as for the information that you need, I recommend that anybody that wants to build a ramp just look around and they will find people who are perfectly willing to give them advice and help.

So what would your advice be to people who are interested in building a ramp in their backyards or wherever?
The first thing that they are going to have to do is find a location — that is usually the hardest part. If they are willing to discipline themselves and their friends and keep certain rules, I think they will find that their parents, or somebody's parents, will be willing to allow them to build the ramp, and are also willing to let the ramp be on their property because they would like to see their children work on something that is a positive thing like this. What they are actually going to require is that they handle the whole thing right from the start. For instance, there is a skater I know, named Jeff Patterson, whose dad is an architect and lives in Pacific Palisades. Jeff's dad helped him build a ramp in their backyard and he has 3 or 4 of his friends come over and skate all the time. One of the things his dad requires of them is that they wear their helmets and other safety gear, just like at a skateboard park, in order that everybody would be safe and could really enjoy skateboarding for a while. That's one of the things about skateboarding: it's a lot of fun, but you want to make sure you keep your body in good shape. So my advice is that if you handle the scene right, you will find that your parents will get behind you and give you that location. And once you get the location, a lot of times you can find somebody to help you build it.

Again, all the materials are out there. You can go to lumber yards and work out the costs. Otherwise, what I would do is go up to construction sites and ask the contractors for scrap lumber. A lot of times they get 2X4's that are a little bit off and they can't quite use them, and maybe they get plywood pieces that are a little bit damaged on one side and they can't use them either. So you just go up and ask them and tell them what you are going to do and there is a good chance that you will get materials.

Do you think wood is the optimal material?
Wood is probably the best available material. The new, you might call them "space age," plastics, like Lexan or polycarbonate plastics, are really nice. They have a different ride than wood; wood has a little more give. The problem with Lexan is that it's extremely flammable, and it's a lot more expensive than wood. So I think wood is a lot more practical, but plastic is good if you've got the money.

I've noticed that a lot of ramps I've ridden have worn out quickly; the wood starts to break down after a lot of use. What do you suggest?
There are several reasons for premature deterioration. One is that the weather gets to it and another is that the wood isn't put together quite smooth enough, so the edges start wearing. There are measures that you can take to slow that wear. One of the places that it will start to wear is on the leading edge on the ground (on a one-sided ramp) where you go up and come back down again. What really works good there is a piece of metal — they call it "flashing" — that you can secure across the bottom. Get something that is about 3/32 inch thick, 4, 5, or 6 inches wide, secured all the

FRIEDMAN

Alva, lipsliding away. D.T. environs.

way across the bottom of the ramp. In fact, it will even eliminate some of the bump that you get when two ¼ inch pieces of plywood meet the ground; you will otherwise get about a ⅜ to ½ inch jolt at the bottom. This way, you eliminate some of the bump on the edge, and eliminate most of the wear and tear that the bottom of the ramp is going to take at the same time. You will get the ramp to last longer. Once the surface starts really falling apart, assuming that the understructure is sound, the next thing you can do is put another layer of ¼" plywood over the top of the worn surface. If you build the ramp so that you have two ¼ inch sheets bent to get ½ inch strength, and then put another sheet of ¼ inch plywood over that — now you have ¾ inches — you've got plenty of strength. You also have a pretty good surface that should prevent splinters and rough riding.

You told us what the best materials are; now, what do you think is the best design for a ramp?

Well, the first thing you have to decide is how much room you have to put up this ramp, and the next thing is how much money you have and how much material you can get somewhere. When you say "best design," it depends on what fits into your budget and your space. If you have just a little bit of space in your driveway, you can put a ramp there and move it at night if necessary, though you have to settle for a small ramp instead of a huge Pepsi half-pipe ramp. That's not to say that you can't have a really fun ramp at least 5, 6, or 7 feet high. If you have a 7 foot ramp, you could have a radius of 6 feet with a foot of vertical at the top, and have a fun ramp.

A perfect example of this is a ramp that I helped Stacy Peralta build that he takes in and out of his garage. It's one that can be put out in his driveway easily for a few maneuvers. He didn't have enough room to build a half pipe ramp, so he settled for a good one-sided ramp. A good ramp on a limited scale would be one where you take the plywood and put it crossways (it comes in 4X8 sheets). If you want to spend a little more, you can get 4X10 sheets; that way you get a 10 foot wide ramp. You can take your plywood and

go crossways, and build it up maybe three sheets of plywood high, and have about 12 feet of curving surface with 6" or so of vertical.

The next step is to set up a half pipe which is maybe 20 feet across in which you can fakie back and forth and build up speed, enough so you can kick turn at the top of either side. That makes a nice ramp.

If it turns out that your space is limited, a 17 or 18 foot diameter half pipe is still possible. I've seen some smaller, but they are pretty tight and in no time at all, you'll want something that is up to 18 or 20 feet across so you'll have more reaction time from side to side.

What you just mentioned, I think, is a real problem with half pipe ramps. There is no time to set up between walls and your board tends to shoot out from underneath you. (The reason is that it tends to keep your weight back instead of being centered.) There are some people who have built ramps with flat bottoms — I know that means a lot of space — but that seems like the ideal design to me. The flat bottom gives you a chance to recover from one wall and prepare for the next. The same is pretty much true for all kinds of terrain. Most people think the flat bottom slows you down, but I think it makes for greater speed potential and more control.

That is really true. That flat in the middle really works. All you guys in competition seem to perform better in flat bottom terrain. You get time to react and do more maneuvers on the sides. As for the construction of this part of the ramp, you have to build the bottom so that it is really sturdy; if you spread the ramp out, that means you have to have a structure underneath that connects the two sides of the ramp and holds the bottom solid so you don't have a lot of give and take and wobble. I want to warn you about another potential problem when two pieces of plywood are butted up against each other and you are supposed to ride from one to the other. If the side you are on first drops lower with your weight and the other one doesn't, there may develop a gap between the two. Your wheel might just stop very suddenly and you might go flying off your board. So it is very important to have the understructure keep the skate surface really stiff throughout, so you have a good transition. Another way to alleviate that

FRIEDMAN

Eric Dressen, flashing on an invitation session at a private cement and wood backyard ramp in Brentwood, CA.

Fred Van Musser, Pt. Loma, CA.

CASSIMUS

Chris Miller, Frisco.

ARGULES

Craig Cook, Mammoth, CA.

Kirk Kimbel and friends took regular breaks from ARA slalom competition last summer, to rock out on this half pipe in Frisco, CO.

SMITH

Longtime Rampager, Walley Inouye, cleans half pipes, too! Del Mar, CA

12-year-old Kevin O'Regan, working with Rim Rider plywood pipe with authority far beyond his years. Burlingame, CA.

CASSIMUS

Alan "Ollie" Gelfand levitating on a backyard ramp in Covina, CA.

CASSIMUS

problem is to have an extra piece of plywood that runs beneath the seam and holds the pieces together solidly, butting up against each other.

With the ramps I've built, I've always held the skate surface down with carriage bolts. Carriage bolts have rounded heads on them that are sort of like the truss head bolts that you use on a skatebaord, but are much bigger ($^5/_{16}$ inch in diameter). These bolts stick out onto the riding surface, but your wheels roll right over them and you don't even notice them, and in using them you can disassemble the ramp easily. I definitely recommend bolts instead of nails, which become loose with all the back and forth riding and are very dangerous when they start to come out. You can use nails on the underneath structure of the ramp, but it is important to use the bolts on the riding surface. A lot of people want to rush the ramp and get it together as fast as possible, and so they use nails and make the structure less safe and durable. It starts shifting back and forth and gets all wobbly and the wood starts tearing apart easily.

Another ramp that works really good, if you have the space, is a half pipe ramp with a side takeoff that leads into the half pipe. This means you don't have to fakie back and forth to get speed up. It's a good thing to learn how to do those fakies because a lot of time you don't have the takeoff ramp. The advantage of the takeoff ramp, however, is that you start max grinding and doing tail taps and aerials with a lot less time and energy expended; rather than using up your energy on the fakies. The height to make your takeoff ramp is the same as the top of your ramp. If you make the takeoff higher, you'll end up riding it up and over the top of the half pipe. If you make it much lower, like, say the top of your takeoff is only 4 feet high, and the top of your ramp is 10 feet, you aren't going to be able to get up to the top of the ramp too easily. One thing I found from going to a lot of parks and on a lot of ramps, is that there is a certain ratio of the radius of the bank, pool, pipe, or whatever, to the human height, which works best. I think the ratio is about 6 feet of radius to, say, a 5 or 6 foot person; when you get past 10, depending on the vertical setup and the amount of speed coming into it, it gets mushy.

How do you think your ramp experience

has helped you become a better park designer?
In designing parks you have to draw from a lot of different experiences, and I have to say that building ramps has just broadened the experiences I have had; rather than just going to parks and riding and looking at them all over the United States. A lot of fun can be had on a ramp — even just a one-sided ramp. And a half pipe with two sides; it doesn't just double your fun, it quadruples the fun because you can continue your ride as long as you have the stamina and balance to stay in there. But a lot of fun can be had on just a one-sided ramp. The experience I've had just shows you how much fun can come out of having a ramp and how good a skater can become just riding a ramp. You know, maybe a park is too far away for a skater. I've seen a lot of ramps, a lot of different radiuses and what can be done. The technical things that I picked up about how much speed that can be attained going down a ramp and the height that you reach going up another wall, wasn't something I could have learned very easily otherwise. I learned quite a bit from the ramps, I guess.

I've seen some skaters who have gotten extremely good by just riding ramps. Again, it shows that you don't need a skatepark to get good.
You're right, the basic thing about skateboarding is building up your leg strength and your balance and a feeling of confidence in riding your board. A lot of kids learn to ride in the streets, and going up and down curbs, and down hills and stuff; and then it is real easy for them to come into the park and start skateboading and doing a lot of different maneuvers. If they all had ramps, they would be learning a lot about vertical and they would be learning a lot of the aerial maneuvers and tail taps and stuff. Then they could make the transition to park terrain even more easily.

Ray, is there anything final you would like to say?
There is one thing that I feel very strongly about when I think of skateboarding: it is potentially one of the greatest sports in the world. When Gregg Weaver did lipslides at the Hang Ten Championships at Carlsbad in 1976, everyone was astounded. Then Paul Hackett made valid the concept of getting air with suspenders and started a trend that will never see bounds. Now we have Stacey, Bowman, Hackett, Andrecht, and many others putting together routines on vertical that begin to compete with those Martinez, Saladino and Day developed for flat freestyle. Not to say that Dennis and Doug are not masters of the vertical themselves. However, the show they put on for the Oceanside crowd [1978 Oceanside Pro] made an afternoon in the sun much more enjoyable than expected, and bowl riding will become as exciting for future audiences. A lot of people will have to keep at it, and they are going to keep at it against a lot of different obstacles because they know how much fun it is and what good exercise it is. I think if we all just keep working at it and developing it, like you have to do in any other good activity or endeavor, in 20 or 30 years, it will become a fantastic sport.

ALLEN

Ray uses a jigsaw to cut out a slot for the 2x4 cross beam which will be placed inside.

ALLEN

Ray holding the two forms for the curve. A last form will be added to smooth the bottom transition.

ALLEN

View of the ramp as the first piece of curved plywood is being applied to the bottom. Note cross beam supports.

TWENTY MORE HOT DOGS

It was way back in November 1977 that we ran our last "Hot Kids" article. There was some amazing skating going on then among the rank and file, and our photogs kept turning up an abundance of hot stuff. SKATEBOARDER'S photo files bulging, it was an easy matter of skimming up the cream. Since then we've been able to channel much of the on-going supply of blazing "unknowns" into Who's Hots, our Focus section and general features. However, with the proliferation of skateparks, in-the-field skate photogs, and, of course, raw talent, that has become increasingly impossible. Thus Hot Kids '79 — "Hot Dogs." The following represents a small sampling of the hard core daily blazing that's going on out there . . . Be watching for more!

GOODRICH

Young Don Szabo brims with natural ability and agressiveness in the snake at Skatercross. Reseda, CA.

Hot San Fernando Valley skater, Deano Mueller, comes highly recommended by Brad Bowman and many others. Barry's pool.

Todd Stout was one of the local standouts in the ARA races last summer.

Pat Weaver shows extreme height and ability at Del Mar Skate Ranch.

Dennis "Polar bear" Agnew, a strong talent from Santa Monica, handplants at Marina.

Steve Swaine, 14, one-wheels with the best of them at Campbell Skatepark.

Veteran North SD County local, Jim Segindson, has been ripping since the days of the Kona pool. Two-wheel carve, Del Mar.

EDLER

EDLER

Extraordinary Marina local, Jay Smith, here channels his energies in a backyard L.A. pool.

EDLER

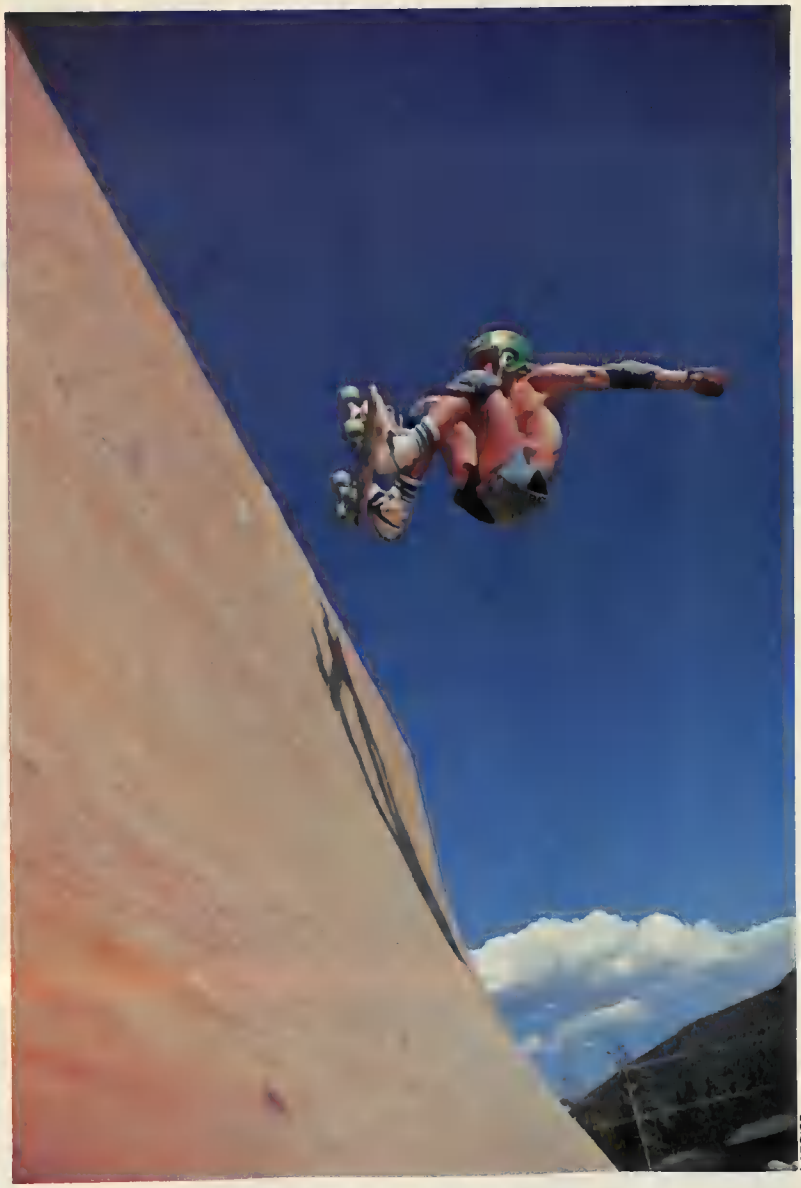
Burt Lemar, high lining at Reseda.

Another up-and-comer from Spring Valley, John Tuisl is an able member of the Sims amateur team.

GOODRICH

Wes Humpston, early wide board developer and graphic artist extraordinaire, takes time wheel at Marina.

EDLER



LARRICQ

Colorado's Craig Miller adapted quickly last summer to some quality vert on the ARA half-pipe in Frisco.

TERREBONNE

Frontside hand plants help set Tom Merrick apart at the Sierra Wave, Sacramento.

Moses Padilla is prime among D.T.'s second generation elite. Marina.

MILLER

GOODRICH

Nick Manoal earns acclaim with his laybacks on the coping at Spring Valley.

Mark Lake of Melbourne Beach, Florida, is among the most impressive pros to visit the new Cherry Hill Skatepark.

Dave Ferry is one of many outstanding skaters coming to the fore at Marina del Rey Skatepark.

One of New Zealand's finest, Andrew Moore, showed his stuff on a Southern California tour last summer. Lakewood Skateboard World.

CASSIMUS

Brian Harden catches air in the plywood tube at Rim Rider Skatepark.

TERREBONNE

FRIEDMAN

George Wilson, mean carve at Cherry Hill.

Equipment Rap Up

ROAD TEST
Conducted by the Skateboarder Testing Group

A.C.S. 800
An 8" wide truck for wider boards, the width of these units may be further increased by adding washers. A single bolt adjustment makes for easy tuning. The turning radius is tighter than most wide trucks and requires only a ¼" pad for sufficient wheel clearance.

Astral XX Wheels
A well-tuned wheel for pool, park and bank skating, the speed-to-grip ratio is among the best we've tested. The design allows good lip slides and berts.

Bad Co. Wrist Brace
This item of gear fastens with Velcro and nylon straps. Very comfortable, it is lined with fur and padded with foam. Two metal supports offer good protection. The palm area is covered with leather for long wear.

Functional Design Board
A relatively light deck with a lot of flex. A very durable board, it is not recommended, however, for heavier skaters. The design worked well in pool and park use.

Hobie Claws
Available in 65mm and two different durometers: 87(yellow) and 92(orange). The latter was tested. Again, the design is pool and park oriented. In general, the wheel is fast but somewhat slippery.

Kanoa Rollout Wheel
This 62mm high conical wheel worked very well in small pools and parks. Around 95 durometer, it proved a good combination of grip and speed.

Kryptonics 31" x 9⅝" Deck
This board is very light and extremely strong. An excellent park board with a slightly bent tail, it will withstand all but the most extreme abuse. This is due, in part, to its urethane edge. It comes pre-drilled and with full black grip tape. We recommend the use of ½" riser pads with most any trucks, to prevent wheel rub.

Santa Barbara Skateboards Moon Grit
Moon Grit is a do-it-yourself grip kit. Included are medium and coarse rock particles. (Coarse particles cover only the nose and tail, where extra grip is needed), two bottles of epoxy, a mixing cup, mixing sticks, sandpaper and easy-to-follow instructions.
Unfortunately, the completed project is cosmetically unattractive. Also, though the grip is initially good, it starts to wear out within a few weeks.

Sims Snake Conical
A very fast and smooth wheel for park and pool use. A conical back permits good coping releases, facilitating grinds and wheelers. The wheel comes in 66.5mm × 60.75mm, which is wider than most wheels and well suited to the wider boards.

SkatePads
These are good quality skate pants. Featured are three removable pads of ¾" high shock resistant material, and a nylon rear skid pad. We found them well constructed and very comfortable. Sizes range from 26-36.

Sunspots Wheels
A 65mm wheel with a completely round outside edge which does what it's made for — getting edge. The wheel has a centered bearing seat for even wear. These wheels weren't extremely fast but then again they weren't extremely slow. The grip was good and the ride smooth.

Tracker Gnarly Ex-Track
This new extra-wide truck has a 5" span and works especially well with the use of tracker copers. Very stable, this unit works well in any skatepark or speed situation which requires extra-width stability. Strong yet fairly light, they will hold up in the most extreme conditions.

Tracker Trucks New Gnarly Trackers (Gnarly Haftrack, Gnarly Midtrack, Gnarly Fultrac)
These trucks worked very well in their respective appropriate terrain. The design is similar to the old Trackers, with the exception of a few changes. These alterations include: new inner suspension grommets; three different hardnesses; a new, strengthened base plate and pivot point; two new pivot bushing compounds; a new cupped retainer cap; conical outer suspension grommet; and, last but not least, a new guarantee/maintenance card and spacer pad.

Turningpoint Aerial Model
This board is 30½" x 10" and comes with clear grip tape. A very unique design, it features built-in rail grabbers.

BOLSTER

"You can't ride what you haven't eaten." The Cat carrying out delicate testing procedures.

Very strong, this deck, however, saw very little air due to its 5 lb weight.

Turningpoint Jerry Valdez Model
This is a 30" x 10.5" 10-ply board with wheel wells and a warped tail. Complete with grip tape, the deck weighs 3.8 lbs and has little or no flex. Ideal for park and pool use.

Turningpoint Scott Senatore Model
This deck is 29½" x 9¾" (widest point) with an 8" tail. Board weight is 3.9 lbs. The block tail is well constructed and the board stiff, making for little or no flex. Also provided are wheel wells and complete grip tape.

Variflex Clouds
Although also available in medium blue, those tested were "firm white." Suspension cushions were long lasting and very responsive in turns. They proved sufficiently stiff when tightened down.

Variflex LubeTube
This bearing lubricant seems to work well in keeping your bearings free of rust once the grease is gone. Although standard bearing grease is still preferable in terms of lubrication and duration, this product will add new life to old bearings. P.S. It works great for lubricating foosball handles, too!

Z Grabair
An aerial handle which is easily mounted to the bottom of your board with wood screws (supplied). The grabair works well for aerials while also protecting the bottom of your board during lip slides and curbhops. The only hang-up was that the handles tended to catch a bit during certain lip slides.

Who's Hot!

Mark Baker

16 years old,
rides for Powerflex and Megatron

His soft-spoken voice and eloquent British accent belie the fact that "Mad" Mark Baker is undeniably one of Europe's fiercest skaters. While Mark was in the midst of his first trip to California, he had some keen observations on Southland skating. "As far as I'm concerned, California is happening. All over California, there are hot skaters. In England, we have only a few good ones; but the best are close on the heels of California's best. In every park here, there are locals who are shredding." The big difference, as Mark sees it, is the length of time British skaters have been riding. "We've only been skating for a year and a half in England, while over here they've been into it for at least eight years. Nonetheless, we have guys who blaze," Mark claims. Declining to name any hot English skaters for fear of leaving any out, Mark himself is perhaps England's top blazer. There has been only one national pool riding contest in England, The Brighton Pro/Am, in which Mark garnered an overall first place by winning both the pool freestyle and one-wheeler events. As the English periodical "Skateboard" put it, "Mark Baker's routine was full of aggression, high pop-outs and sparking grinders that brought the local supporters to full voice."

MILLER

"California is happening!" Baker blasting on Marina coping.

Mark has graced the covers of both of England's skating magazines and is well aware that publicity can improve a pro skater's money-making capabilities. Asked if the nickname, "Mad," was accurate, Mark replied, "I don't consider myself mad at all. The magazines gave me that name, I guess due to my exploits of racing cars down hills at 65 miles per hour. I suppose I consider myself radical; I don't know, it's for other people to decide, not me."

Mark, who has been skating for a year and a half, was introduced to the sport by Phil Labatto, owner of Max's Skate Shop in Mark's home town of Brighton Beach. He rides Powerflex decks with Megatron trucks in combination with Powerflex 9 wheels. A signature model looms in the future.

During his California visit, Mark stayed with Tony Alva, whom he met on Tony's recent European tour, and therefore has gotten an Alva's-eye view of Southland skating. Mark voices what is the first known European commentary on the perennial Dogtown/Down South question: "The Down Southers can do more tricks than the Dogtowners, but D.T. skaters have a big edge in aggression, style and the way they put their moves together. Also, the D.T. skaters seem to do a bit better with the ladies." Asked about his relationship with T.A., Mark replied, "Not many people really know Tony very well; but, as far as I'm concerned, he is a fine lad. I'm very grateful to him for putting me up and showing me around." Mark feels that his skating has been positively influenced by Tony, sighting aggressiveness as the key factor.

Mark plans to be "skating as long as I live." Should that fall through, he feels he can find a place in advertising and/or manufacturing skateboards. Asked for one final comment, Mark was quick to reply, "Look out, the British are coming."

—Wynn Miller

Mad Mark, highlining at Blackpool.

MILLER

"I case yet aggressive" on a backyard ramp in La Mesa.

GOODRICH

Who's Hot!

David Andrecht

18 years old, rides for Sims/Gullwing

While most find it easier to "go with the flow" in this sometimes intimidating world, Dave Andrecht is known for speaking his mind and then backing up what he says. His approach to skateboarding is no exception.

Starting as an obscure talent from Spring Valley, Dave has worked his way to the top in the shadow of his peers. The presence of local talents, Dennis Martinez, Steve Cathey and Pineapple, has helped considerably in the shaping of his career and eventually pushed him to seek out his own unique direction.

His creative skating abilities became quickly apparent to the ever-watchful eye of Sims and he joined the amateur team just months after he began skating. After succeeding in placing in every contest that he entered from Skatopia to Spring Valley, he became quite a surprise to even the pro skaters around him and soon found his skills under close scrutiny.

It was then, in late 1978, that Dave, with the encouragement of Conrad Miyoshi and Kirk Putnam of Sims, turned pro to face a higher grade of competition.

The stage was set. Dave went to the Oxnard Pro at the heavily localized park, Endless Wave, and while most of the favorites failed to make the finals, Dave skated away with 9th place. Then, in more or less home territory at the Oasis contest, he let loose his year and a half of training and passed up every established pro there to earn a sorely overlooked 2nd place. Later that year he took a 7th at the Arizona contest and then started 1979 with an 11th placing in the Bowl freestyle and 2nd with Martinez in the Doubles at the Northern California Pro-Bowl contest in Milpitas.

Dave insists that, aside from natural ability and hard practice, his good skating comes from "good equipment." He currently rides a Sims Superply model with Gullwing Pro trucks and Sims Conicles.

GOODRICH

David is one of the most respected new pros on the scene. Capsule bowl, Big "O."

Dave spends "as much time as possible" in the water and his surfing definitely contributes to his loose yet aggressive style. He has few other hobbies being that skating occupies most of his waking hours.

Spring Valley, Del Mar and Oasis are the parks he frequents the most. There are also numerous ramps in his neighborhood in Bonita — a mere stone's throw from Mexico.

Dave has competed against most every top skater in the country and welcomes any new challenge the sport may offer. In spite of his slow rise to fame, he is optimistic about his future and sees a possible career in skating. Not bad for a guy who originally started skating because, "It was just something to do at the time."

—Jim Goodrich

Variant freestyle in Venice

Who's Hot!

Tim Scroggs

18 years old,
rides for Powell-Peralta

On a crisp winter's day at Marina del Rey's Dogbowl, the average crowd of thirty spellbound onlookers is appreciating the antics of a full quorum of the coast's premier bowlriders. Suddenly the crowd turns and begins watching a high-performance freestyle routine being executed by an unidentifiable rider wearing a full stocking mask. Closer inspection proves that the skater has his eyes completely covered. Naturally the proverbial question regarding masked men is asked: Who is he? The answer: It's only Tim Scroggs, part of the ever-expanding league of Florida trendsetters.

A skater possessing superior freestyle ability, numerous new moves and an impressive string of contest victories (12 or so at last count), Tim is perhaps better known for his eccentric brand of comedic behavior. His seemingly uncontrollable passion for contorting his face into bizarre configurations, gifted mimicry, and frequent satirical impersonations, sometimes makes him appear to be bound for prime time show biz rather than a career as a pro skater. But make no mistake about it, he definitely takes his skating seriously (or at least as seriously as he takes anything else), and has some outspoken views concerning his chosen freestyle avocation. Rather than bog down hopelessly in attempting to define the undefinable, we'll let the readers deduce what they may from Scroggs' own carefully chosen words.

P.S. This "brief" interview took over five hours to do since no one in the room could stop laughing. Get the picture?

ON FAVORITE SKATERS.
"Tarzan Tucker . . . everyone goes bananas when he skates; Binky Blangston, Stacy Peralta, Mike Folmer, Clyde Rodgers, Mark Lake, Steve Anderson and Dan Murray."

CASSIMUS

Rail walk. Tim consistently milks the medium with finesse and humor.

ON THE DIFFERENCE BETWEEN FLORIDA AND CALIFORNIA.
"A little over two thousand miles and our oranges are brown. Actually you have more skaters here (in California), so ratio-wise, your gonna have better skaters; but every now and then Florida will have guys who are better than a lot of guys in California who are supposed to be good and are getting all the coverage."

ON FREESTYLE POTENTIAL.
"The general public, the man on the street relate to freestyle; and since you can do it almost anywhere, it has the potential to turn a lot more people onto skating than will bankriding. If the mags and promoters would get on the job with, maybe, say, a freestyle contest series, I think things would really take off."

ON PRACTICE.
"I usually just go out and start skating around and try to let everything go and just move from one move to another without thinking about it. I like to practice at night so I get used to not looking at my board. After you do it for awhile, you can just *feel* it instead of having to look at your board all the time."

ON EQUIPMENT.
"I've always ridden banks and I'm starting to get into pools, but there's a lot more to freestyle equipment than people realize. A lot of stress is put on the board and its weight and balance have got to be just right. I'm currently using a modified double beamer. For trucks I use Trackers, which are the best by far and I *don't* get paid to say that."

MEDIA OBSERVATIONS.
"Sometimes I'll read the Skate Post and there are these letters from people in different parts of the country who obviously don't know a thing about what they're talking about. They give themselves these idiotic names like Haddog and Raddog and Saddog and Laddog, claim they're the hottest and challenge all the pros in California. It's O.K. to write in and tell about a park or something, but it's totally stupid to talk about how hot you are."

GENERAL ADVICE.
"Do your own thing, don't wear some silly lookin' hat just because you see some jerk in the magazine doing it, and, above all, practice.

— Sam Fernando

Competition Briefs

WRAPS '78
Sensation Basin, Gainesville, Fl.

Skateboarding saw advancement in 1978 not only in skating products, but also in skaters' ability to master the concrete walls of skateparks (which also grew in numbers). Sensation Basin, a second generation park with lots of vertical terrain, celebrated their opening last year. They decided to wrap up a successful competition year by hosting the last contest of 1978. WRAPS (Wild Radical Annual Party Session) '78 was designed by contest director, Jim Skiles, to bring together radical skaters for one last heavy session in what appeared to be the most prominent area of advancement in skating in 1978 — BOWLRIDING.

Skaters arriving on Friday, Dec. 29, had their doubts about WRAPS '78 due to gray skies and occasional drizzles, but by evening it had all cleared for the showing of Phil Chiocchio's (park owner and photographer) '78 Film Highlights of Florida and East Coast contests. The films provoked many hoots from the crowd — though even more response came from occasional impersonations (by Jim McCall and Tim Scroggs) of Howard Cosell and Jimmy Stewart, and a newsbrief about the skateboard thief during the SENSATION BASIN-PEPSI Team Challenge in June. After the films, many enjoyed sitting around the campfire sharing the pot — a stew that Barry of the Tallahasse-SIO Skate Club had prepared. Following a great evening of watching movies, skating, and reminiscing exciting moments of '78 around the fire, the scene was set for WRAPS '78.

Saturday, Dec. 30, turned out to be a perfect day for skating, with clear skies and temperatures in the low 70's. Preliminaries were judged as in a surfing contest, with heats of five or more skaters being drawn up in each age group. Another interesting and successful aspect of WRAPS was its separate classification for those who had never competed in a contest. Although Ray Diez of Rainbow Wave Skatepark in Tampa and Scott Green of Z-Team clearly dominated the 13-and-under age group, most attention was drawn to 6-year-old Jim Markus of Clearwater Skatepark, who rode vertical walls fearlessly.

Needless to say, there was plenty of action in the prelims, as skaters pushed each other to the limits in order to make the cut for the finals. The first final held was in the Doubles Division. The bionic air team of Ronnie Brown and Tim Schiller seemed to have it "wrapped" up until Mike Daly and Guy Hoffman came through with a flawless routine of precision closeness.

The Pro Finals faced off 13-year-old Kelly Lynn, who rides for Markel out of Daytona Beach, against 16-year-old Shaun Peddie, who rides for Walker Skateboards. In personality, both skaters were kind, quiet, and friendly, but on skates they were fierce aggressors. Kelly Lynn combined alley oops, hand-planted aerials and cess slides, for a near-perfect routine. Shaun, recovering from an aerial fall during his first ride, came back strong and he successfully completed a four board elevator drop on the vertical wall of the snake. It was no surprise, then, that Shaun would capture the Most Outstanding Skater Award from the Pepsi Company.

Other highlights of WRAPS '78 included: Tim Schiller's yardstick-high aerials; Ronnie Brown's rock 'n slides; and George McClellan's aerials on his 36" Taperkick, all in the 18-and-19 year old division. In the 16-and-17 year old division finals, it was Mike Daly's alley oops that won him top honors, while Bruce Mason and Mike Cox scored high with their double axle grind carves and inverted stiff-arm aerials, respectively. Other outstanding maneuvers were Jay Smith's snapbacks and Peter Andrews' cess roll-outs onto his axles and subsequent reentries.

The WRAPS '78 award ceremony concluded with the winners implanting their handprints and signatures into cement stepping stones (a new tradition to continue after each major contest at Sensation Basin). It was evident that bowlriding had certainly evolved from simple carves and kickturn routines in the beginning of 1978, to complex slides and aerials during the end.

Thanks go out to our sponsors who donated prizes for WRAPS '78: Powell Corp., 360 Sportswear, Pepsi Co., Markel, Walker Skateboards, Skate Rider/Wave Rider, and Acme Records. Likewise, our appreciation goes out to our judges: Clyde Rodgers, Jim McCall, Mike Knapp, Dave Hart, Dean Jordan, Rodney Mullins, Greg M. and Barry of SIO. Thanks also to the Yantz's family for their overall help and Marlin Chiocchio for her energies toward scorekeeping. See you there next year.

—Jim Skiles

WRAPS '78 RESULTS

13 & Under First Timers	
1. Danny Smith	Hogtown Skate Team
13 & Under	
1. Ray Diez	Rainbow Wave
2. Scott Green	Z-Team
14 & 15 First Timers	
1. Todd Webb	Clearwater Skatepark
2. John McGuigan	Hogtown Skate Team
14 & 15	
1. Frank Cerveny	R & R Sports
16 & 17 First Timers	
1. Bruce Koenig	Rainbow Wave
16 & 17	
1. Mike Daly	Rainbow Wave
2. Bruce Mason	Sensation Basin
3. Mike Cox	Z-Team
4. Jay Smith	Markel
18 & 19 First Timers	
1. Mark Depka	Sensation Basin
18 & 19	
1. Tim Schiller	Sensation Basin
2. George McClellan	Clearwater Skatepark
20 & Over First Timers	
1. Bobby Kelly	Inland Surf Shop
20 & Over	
1. Tim Nunn	National Skatepark
Doubles	
1. Mike Daly & Guy Hoffman	Rainbow Wave & Flite
2. Ronnie Brown & Tim Schiller	Hogtown
3. George McClellan & Steve Fisher	Clearwater Skatepark
Pro	
1. Kelly Lynn	Markel
2. Shaun Peddie	Walker Skateboards (Most Outstanding Skater)

UPCOMING

The 2nd Annual Sun and Fun Skateboard Pro/Am is confirmed for March 24-25 in Clearwater, FL. Giant and dual slaloms will be run in the city streets, and freestyle, cross-country, and bowlriding events will be held at Clearwater Skatepark. Also, the Laguna Seca Skateboard Races, originally set for December 17, 1978 and postponed due to rain, have been rescheduled for May 12-13. Pre-registration information on this competition may be obtained by calling (408) 372-1033.

Zack Ness

Jim Davey

PHOTOGRAPHY BY FRIEDMAN

Eric Grisham

USASA #1
Marina del Rey, California

A new organization, the United States Amateur Skateboard Association, held its first contest on December 29 at Marina del Rey Skatepark. USASA competition encompasses all age groups (peewee through adult) and levels of ability (1A-3A), in basic skatepark events. The Marina contest served as a successful warm-up for the USASA's "Big 5" competitions, which are being hosted by major Southern California skateparks (Skatopia, Pomona, Upland and Lakewood) with a "State Championship" set for the end of March.

Wesley Bennett

RESULTS — 1st Place

Tight Slalom

10 & Under
3A girls Jemie Luster

10-12
2A Solo Scott
3A Allen Losi

13-15
2A Gil Losi
3A David Mann
3A girls Patti Hoffman

16-19
2A Kent Schiffman
2A girls M. Baker
3A Bill Haynes

20 & Over
1A Dale Allen
2A Terry Martin

Bank Slalom

10 & Under
3A girls Jemie Luster

11-12
2A Eric Anderson

13-15
1A Thomas Haag
2A Frank Hooten
2A girls Jan Goldstein

16-19
2A Pat Allen
2A girls M. Baker
3A Bill Haynes

20 & Over
1A Dale Allen
3A Rick Platt

Bowlriding

10 & Under
3A Jemie Luster

11-12
1A Allen Diggs
2A Eric Anderson
3A Allen Losi

13-15
1A Thomas Haag
1A girls Jan Goldstein
2A Pat Ngoho
3A Nick Manuel
3A girls Patti Hoffman

16-19
1A Kent Schiffman
2A Shreddie Repas
2A girls M. Baker
3A Pat Allen

20 & Over
1A Dale Allen
2A Dan Roberts
3A Rich Platt

Freestyle

10 & Under
1A Jemie Luster

11-12
2A Sergio Delamora
3A Allen Losi

13-15
1A Adam Bartosh
3A David Mann
3A girls Patti Hoffman

16-19
1A John Flaachen
2A Mitch Long
2A girls M. Baker
3A Bill Haynes

Shred Repas

Deano Mueller

FREE SKATEPARK PASSES!

SkateBoarder Magazine, in cooperation with participating skateparks, is making some complimentary passes available to skateparks across the country. Some of the passes are for totally free sessions, while others are good for a free session when the equivalent session is purchased at the regular price. Watch for a free pass to your favorite park in upcoming issues, or take this opportunity to visit a new one.

Most parks require that a membership be purchased and a release signed. Check first with the park you plan to visit if you're not sure.

Skateparks: For information, write to Advertising Director, SkateBoarder Magazine, Box 1028, Dana Point, CA 92629.

ONE HOUR FREE WITH ONE-HOUR PURCHASE

Concrete Connection

Largest and most radical park on the East Coast. (One hour — $1.50, Two hours — $2.00.)

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Charlotte, NC 28209
(704) 523-1492

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2760 Bartlett Road, Bartlett TN 38134
901-362-6082 or 901-377-0258

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$1.10 per hour. Houston's first skatepark and the largest selection of skateboard equipment in Texas.

1717 Bingle
Houston, TX 77055
(713) 468-4554

ONE HOUR FREE WITH ONE HOUR PURCHASE

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Reduced rates; skate on ¼ mile rollerskating trail or ride pure vert. with smooth transition.

5719 North West 13 Street
Gainseville, FL 32601
(904) 377-9503

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Nanuet, NY 10954
(914) 623-3065

FREE 2-HOUR SESSION

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Gardena, CA 90248
213-323-1100

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National Skate Board Park of Georgia

Skate with us; 50,000 sq. ft., new keyhole pool, one of the southeast's nicest & largest. ($2.00 for two hours)

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Lake City, GA 30052 (404) 361-2789

ONE HOUR FREE WITH ONE HOUR PURCHASE

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Tim and Mabes do it again — Free skating with class "A" membership. Cost — a mere $15.00

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(414) 457-3162

ONE HOUR FREE WITH ONE-HOUR PURCHASE

Competition Indoor Skatebaord Center

$2.00 for one hour, $3.50 for two hours.

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Clay, NY 13041
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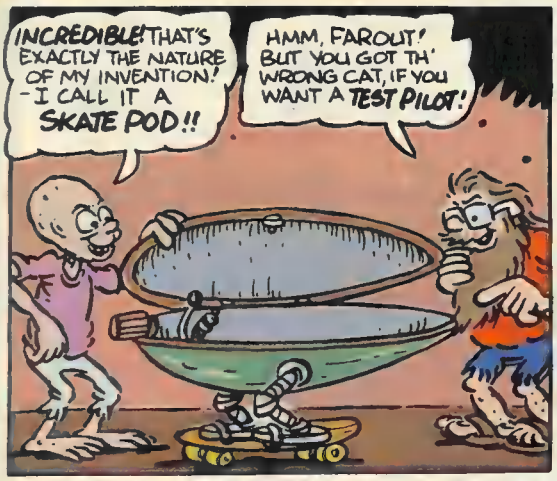
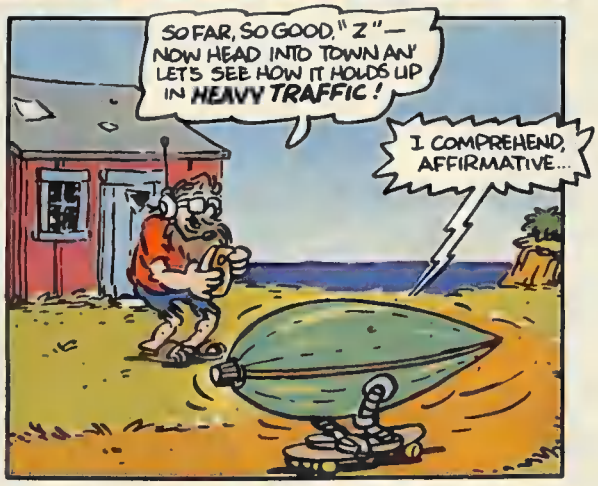
mellow cat
NO GO THE SLOW FLOW
CHEAT TH' SHEET SO FLY WON'T LIE
BY TED RICHARDS

THE CAT'S RESIDENT ALIEN, Z-QUIRP, IS CONCERNED ABOUT THE SKATEBOARD SAFETY PROBLEM...
B-BUT CAT! I THINK THE SOCIETY OF INTERNATIONAL SKATING AND SAFETY FOR YOUTH HAS A POINT!! IT'S A FACT THAT SOME EARTH YOUTHLINGS HAVE INJURED THEMSELVES WHILE OPERATING SKATEBOARDS - AND I THINK I'VE SOLVED THE PROBLEM!
YEAH, O.K., SO THERE'S BEEN A FEW BONGOS - I MEAN, WHAT ARE YOU GONNA DO?! PUT TH' KIDS IN STEELEGGS THAT FLOAT - - - HUH?!
COOKIE


INCREDIBLE! THAT'S EXACTLY THE NATURE OF MY INVENTION! - I CALL IT A SKATE POD!!
HMM, FAROUT! BUT YOU GOT TH' WRONG CAT, IF YOU WANT A TEST PILOT!

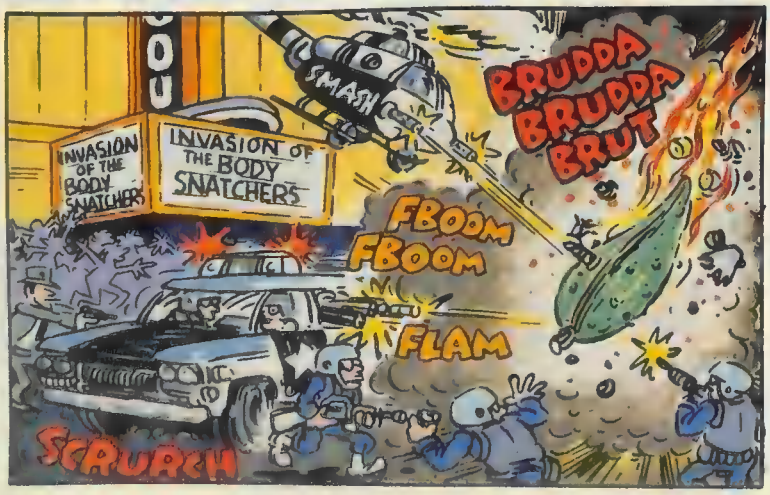
OH, I'VE ALREADY ANTICIPATED YOUR EARTHLY FEARS - I WILL TEST THE SKATE POD, BUT YOU CAN HELP ME BY MAINTAINING RADIO CONTACT SHOULD I ENCOUNTER A MISHAP...

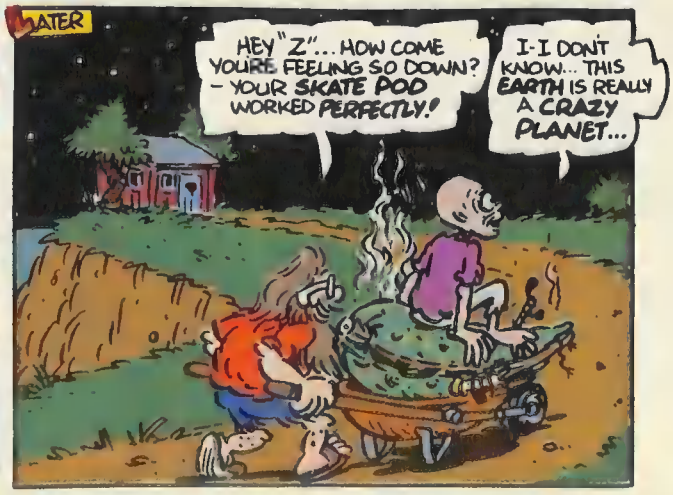

SO FAR, SO GOOD, "Z" - NOW HEAD INTO TOWN AN' LET'S SEE HOW IT HOLDS UP IN HEAVY TRAFFIC!
I COMPREHEND, AFFIRMATIVE...

IT'S WORKING PERFECTLY, CAT! I'VE TAKEN THREE FALLS THUS FAR AND I FELT ZERO PAIN!
OUT-A-SITE! LOOKS LIKE WE GOT SOMETHIN', "Z"!

I'M NOW ENCOUNTERING A CROWD LEAVING A MOVIE THEATER - TIME TO TEST MANEUVERABILITY...
GO FOR IT, "Z"!

GIANT POD FROM OUTER SPACE! KILL IT!!
INVASION OF THE BODY SNATCHERS
INVASION OF THE BODY SNATCHERS
?


SMASH
BRUDDA BRUDDA BRUT
INVASION OF THE BODY SNATCHERS
INVASION OF THE BODY SNATCHERS
FBOOM FBOOM
FLAM
SCRUNCH


LATER
HEY "Z"... HOW COME YOU'RE FEELING SO DOWN? - YOUR SKATE POD WORKED PERFECTLY!
I-I DON'T KNOW... THIS EARTH IS REALLY A CRAZY PLANET...

SKATE TRUTH CONTEST WINNERS!

First of all, the Cat and I would like to lay the gratitude upon all you six-hundred and twenty-four Truthseekers out there in Skate World for coming up with the Skate Truth! The second thing is that I have a confession to make. I had no idea of what the Skate Truth was! Neither did the Cat! So we let go with a big sigh of relief when all you wonder rollers came through for us. But before you get down on the Cat and me, just remember: Sir Lancelot never did find the Holy Grail!

Now for the Winners! There were so many stoked out "Truths" that we decided to go with *Three Winners!* Winner Number One is: Paul Brewin of La Jolla, California. Paul's Skate Truth reads as follows:

"Stop Skate Hate; Shred the Lead from Here to the Badlands." Now, there will undoubtedly be many interpretations of this Skate Truth, however, I think the most important thing to note here is Paul's effective use of the semi-colon which allows him to make a simple declarative statement that makes sense!

Winner Number Two is all you one-hundred and eighty-seven high-rollers who guessed, *"Skaters Do It Radical"!* This Skate Truth was purely a guess because it was written as is on the Badlands Pipeline Walls. Apparently the Skate Truth instructions weren't clear to a lot of you seekers because the game consisted of fooling around with all the possible words until you constructed an original Skate Truth.

Winner Number Three and special honorary mention for gettin' a big chuckle and a high E-Note off our heartstrings was sent in by Drew Duncan from Tampa, Florida. Drew writes:

"In the Mellow Cat cartoon, right at the top of the pipe it says, 'This way to Heaven.' Not that I'm a Jesus Freak or anything, but I feel that Radical is the only way to go. The Skate Truth in this quote is obvious and apparent. Those who Skate are free and totally tripped out to an innocent, totally involved trick. The only way to skate is to do it honestly and radically. These traits are definitely qualifications for Heaven-bound people. Often I've thought about going to Heaven, and if I have to go, I'll be riding my skate all the way."

A Special Winners Category has been set up for all those who bet their friends that they'd win. Just show 'em this Skate Truth Message and tell 'em to pay up! Also, there were two winners in the Artwork Category: Maureen Dunphy of Santa Cruz, California, for a full color rendition of Muckus and Mellow Cat, and Tim Murphy for a drawing of the Ancients of the Ma-Bu-Hu. In fact, you're all Winners! Everybody who sent in a Skate Truth will receive a free Mellow Cat Racing Products decal sticker, provided you wrote down your address legibly! Winner Number One will receive a Mellow Cat T-shirt. Winners Number Two will receive "Skater's Do It Radical" stickers and Winner Number Three will receive a special autographed copy of the new full-color Mellow Cat book soon to be published by SKATEBOARDER Magazine!

Now, I'd like to apologize for taking so long to wrap up this contest. The main reason things got strung-out is that I had to process your ton of mail all by my lonesome. But I enjoyed reading every one of your letters and wish I had the time to personally answer each and every one. Another reason is that I took a month vacation to Paris, France, and did absolutely nothing! I didn't even do any sketching, but I did take "mental photographs" (a mind game I picked up while in the Galactic Service) and soaked up some of the skate scene around the Trocedero (see last month's Mellow Cat).

And for a few lipslides off the thoughts I had while reading your Skate Truths: Richard, I didn't laugh at your Mom's stationery. I was only turned on. . . . Ratstink and the Ratones are really smokin' because someone said they looked like the rock group, KISS. Ratstink says the Ratones are gonna "Blow KISS away" with their EVO ENERGY! Muckus is real, just like the Cat. So is Elmer! And sniff this: we have a complete Southland line-up now. The Cat's from the Southlands; Muckus carves the Badlands and yep, you guessed it — Elmer's from Dogtown. The real Dogtown, U.S.A.! One thing that did get put together, was a solid rap-sheet on Elmer's true Dog Identity. In fact, this whole Elmer thing really got out of hand! I might add that Elmer still hasn't gotten off the Gravy Train. He still has to have a hit of the stuff every now and then. His story is actually pretty pathetic. He lacked the good pedigree looks to rate full exposure, so the Gravy Train people used him as a "stunt dog" for the eating scenes. So much for Elmer!

There were some inquiries on the Cat's resident alien, Z-Quirp. He's still groovin' down in the Cat's secret underground lab, and is putting together his Earth Act before making any waves.

According to Shepard, you can witness a back-flip in a bowl if you drop off and catch the skate action in Minnesota. About half the letters were from the real heartland of this good ol' U.S.A., the Midwest, and these rollers insist they're into a rad style of skating that no one's picking up on. I believe 'em and could dig seeing a special coverage of this rumor, because I lived in Cincinnati, Ohio for three years and there's an intense crazed energy that breaks loose when the snow melts! And I'm not worried about the Ol' South either. Ever hear a Rebel Yell? It'll jack you up for something worth checkin' out! And while we're at it, let's hear it for all the outlaw City Skaters out there! They're so radical that they'd be busted if we took any photographs!

Almost everybody passed it on that they're really getting off on this Mag. I agree. I mean, when you think about it, SKATEBOARDER really reached out for one by agreeing to print four pages of color comics every month. I couldn't believe it at first and neither could the Cat, but here we are one year later, and just beginning to stoke! By the way, don't be alarmed by the cutback in Cat pages. Four pages a month has been quite a gruel for me over the past year, so we agreed to go with the flow to a smaller format for a while, but look for special issues which will include longer Cat stories. Rad-E-Kal-Mon!

Off The Wall

OFF THE WALL
Welcome one and all to OTW's current release, the mag's number one attraction (or as our valiant critics would say, detraction), promising and delivering as always. Yes, sports fans, here at OTW you invariably get what you deserve in accordance with our policy of coming across with the least for the most, etc., etc. And a word to the unwise out there in some other alleged "skating" magazines — the contents of this column are protected by interplanetary law, so quit trying to snag on our exclusive scoops. Like if you don't know, we can't tell you. One more thing — the purpose of this column is the dissemination of information, misinformation, fact, rumor and fiction, all in the spirit of promoting fun in capital letters.

VIDEOLOOP DEPT.
Promotional phenomenon John Baron's latest accomplishment is worthy of note. Baron, with the sponsorship of Sims, Pepsi Cola, 360 Sportswear and G & S, engineered a float in Pasadena's prestigious Rose Parade, featuring a halfpipe. John even had to obtain a special variance to the parade rules to keep the ramp skating surface uncovered by flowers. The effort was worth it though, as 1.3 million on-site spectators and an additional 150 million T.V. viewers got to see state-of-the-art skating by George Orton, Stevie Cathey, Doug Saladino, Dayna Bennett and Vicki Vickers. The City of Lakewood also deserves approval for allowing the crew to work magic on their town's float. It demonstrated a form of civic awareness that is too often lacking by some governmental bodies.

LAW AND ORDER DEPT.
Regarding Dept. of California Highway Patrol File No. 1.6713.A2453: The CHP has made available a "skateboarders handbook." The pamphlet, which can be obtained at any local office of the agency, contains explanations of that state's laws regarding wonderolling. It's must reading for anyone who likes detective stories with happy endings.

GAME NAMES DEPT.
Our close friend and advisor, Robert Studen, (pronounced Stooden), comments that "D. David Morin's latest 'true' first name (Vol. 5 #6) has got to be a joke. Either that or his parents were overly proud of their son." Robert, who is well-schooled in the speaking of French, goes on to reveal that "'Dieu Donne' literally means God given," and asks what big Dave will "think of next." We don't know but he'll have to go some to top his most absurd recent effort — "Dukenfeld."

QUICK RELEASE DEPT.
Tony Carter, known in Sacramento skating circles for his ability to do 180's while skating parks in a cumbersome aluminum tripod hip joint brace, is due for a reprieve. The doctors say that his legs are sufficiently healed from the legg-calvo per this disease, that he will soon be able to skate sans the braces and special shoes he has had to wear constantly for the last three years. One can only wonder at how radical he'll be skating now?

Skatercross' own Lou Peralta proudly announces the opening of his new pools. Lou also is planning a series of inter-park competitions with the Marina del Rey park. Just to keep busy, Peralta is still battling the big city bureaucracies in order to get permission to stage another of his famous skateathons. This one's for Muscular Distrophy and it promises to serve as a pilot program for across the country if all goes well. Good luck, Louis.

An extraordinary skater, Tony Carter

RICHTER

SkateBoarder and Roller Mag staff starlet Connie Cantu went all out for her recent birthday party. After an arduous searching for a building large enough and substantial enough to contain all of her boisterous guests, she decided to reserve the Skateway roller rink in Mission Viejo. Among the hundreds who attended were King James, who fell flat on his face; Paul Haven who did a three man disco routine with his longtime partners,Jack Daniels and Adolf Coors; Benito, who demonstrated the skating version of his famed ping pong slam; Mary "Mounds" Horowitz, who didn't skate; D. David Morin, who came late but wore a suit anyway; and Mellow Cat, who observed the debacle disguised as an infamous Topanga Canyon film producer.

The ever-enterprising Bongo, who has gained admittance to the M.C. comics hall of fame, is considering seven new career plans, "each guaranteed to make him a millionaire overnight." He's also looking for backers in a suburban shopping mall indoor auto dismantling scheme. In this outline, bongo plans to reap enormous profits by having the shoppers fill their carts with the parts of "previously owned autos." "Yeah, give me a six pack of Orange Crush, some sugar-free breath mints and the right front fender of a '66 Buick Electra to go. Do you gift wrap?"

Big Mac continues to expand his reputation for saying absolutely the boldest, most oddly-timed things.

Kent Senatore and Jerry Valdez toured J. Paul Getty's multibillion dollar museum, where the Jer proceeded to flash out all the young lovelies with his abundant charm. He did it all while wearing a "working man's sweat suit," once again proving that culture can peacefully co-exist with the high-priced spread.

T. Sims, as usual, is heavily into R & D. The Sims-Toft snow board has been making heavy inroads on the Western states ski scene.

Tracker team racing leader, Dave Dominy, according to inside sources, is building a special niche in his corporate showroom to house the highly prized Mellow Cat Test of Time Team Trophy. Dominy, who has his Ferrari Dino returned weekly to keep it in racing shape, told OTW that "next year's race should be even harder fought than last's." This will come as no big news to last year's losers, many of whom couldn't even find the track. By the way, Dave's sister Dawn's sticker

collection now covers the entire wall of Team Trackers racing garage.

Sometime columnist and signature model man Gregg Ayres has finally "got a car he can live with" after spending 2½ years rebuilding and reengineering a racing MG from the frame up. In his own words, "It's the perfect car . . . after all, I built it." In case you missed it, the all-knowledgeable Ayres has teamed up with Ray "Woody" Allen on this issue's literary dissertation on ramps (see pg. 54).

Rodriguez, after his Who's Hot, is "really getting into it now that he's motivated."

Some of the Badland's Boys have taken to hanging out at Pomona, but Don Hoffman says "he doesn't care too much since they didn't pay anyhow." In the meantime the world awaits the upcoming Upland pool.

East Coast ace Bentley,shattered nomadic filmstar Glenn E. Friedman's new fisheye in another close shave. Friedman, however, figures to score a new one with the bucks he will gain from his exclusive backstage fotos of Ted Nugent from the Nassau Coliseum. Glenn says "we're talking record cover material." Ted was unavailable for comment.

Ever wonder what it takes to become a big time skate photographer? Well, Jack Bodner's UFO running mate, Gary Beecher, may have the answer. Gary, it seems, long ago went to grammar school in the greater Los Angeles outlands with none other than Craig S. Fineman. According to Beecher the even-then-too-rad Fineman "was always being put on restriction by his parents for his misdeeds." In telling the tale, Gary recalls "many days when Craig couldn't come out and play" and conjectures, "seeing what he does now, he must have spent all those grounded days in the darkroom."

Ellen Oneal continues to prosper by gaining many film and commercial gigs.

Heavy duty sessioning is reported from inner city LA's Char bowl, with the ranks of the local brothers mixing with the likes of the Jer, Spent Dog, S.P., Jimmy Plummer, Danny Smith, Julian Peena, Craig Halley and ole M.C. hisself.

The perennially missing Badlands auto I.D. plate once registered to D. Hoffman but now belonging to whoever has it at the moment, has once again resurfaced. The plate is now enshrined on the apartment wall of none other than Evans and Ransom, who obtained it stealthily from the Marina DT park wall. Our sincerest best wishes go to Hoffman in his attempt to recapture it.

Rumors are circulating regarding some big news in organization land. Keep tuned in for reports.

FRIEDMAN

Ted One without skate.

Pete Zehnder, after expressing much admiration for Tony Alva's exceedingly fine, totally restored 1934 streamlined Schwinn balloon tire bicycle, finally obtained possession of same. TA, whose business acumen is surpassed only by his skating ability, got 300 bones for it. The classic ride was once seen in People Magazine and is the ultimate for midnight runs along the promenade.

Douglas Schneider is enrolling at U.S.C. Can those wasted years his dad keeps talking about, be gone forever, or is Doug just studying engineering to gather more knowledge about ultimate skating environments?

MILPITAS AFFAIR DEPT.

The highlights at the Milpitas awards presentation go to the following: Buffalo Head gets the good citizenship and physical intimidation award for recapturing J. Goodrich's stolen photo machine. The Gullwing Team gets the road rash award for staying in the "Ooh Lah Lodge." While, at the other end of the spectrum, the Hobie boys got the All-American accommodations merit badge for visiting the Sleep Ez Travel Lodge. Alba, Tim Marting, Peter Gifford, Kevin O'Regan and Shogo Kubo cashed in on the skating awards. Lance Smith and Dave Dominy get the cheap chic award for renting a canary yellow '64 Plymouth. The pride of Willow Glenn, San Jose's own Rick Blackhard, gets the low-profile award, and Kimbel, Weed, Ayres, Strople, Darryl Miller, Paul Hoffman, Jeff Tatum and the locker room thrillers, all deserve something for their participation in Fred's birthday party.

BANQUET PREVIEW DEPT.

Two suggestions regarding the poll party have been received at Skate Control Central. A) Hire Bongo as the bouncer, and B) Provide a canister of laughing gas for the losers. Born-again staff man J.G., who's now "free to consider any and all offers," is promising to sweep the good grooming awards with his rainbow-hued attire (fifteen different accessories, all bought for under $2.00 at K-Mart). Not to be outdone by J.G., the rest of our staff is in heavy training for the evening's firestorm. It all promises to be nothing short of interesting, since all of the players are barking such bold schemes. Only time will tell.

FOOLISH DEPT.

After last month's hint give away, hundreds of you spotted Steve Alba and Doug Schneider as our fun foolish fellows. Gail Garrison of Huntington Beach wins and our congrats go to close runners up, David Carey of Columbus, IN, Shawn McCray of Jefferson City, MO, the Mormon Tabernacle Choir of Salt Lake City, Utah, and Chris Carter of Great Neck, NY.

We've been receiving nothing but incorrect guesses about last month's foolish fiasco, so here's a hint. It's *not* a member of the SKATEBOARDER staff. And for more cruelty, here's this month's stumper. First to correctly ID this masked marvel wins our customary prizes. Please send all entries to this column on picture postcards only. Thanks.

See ya next month.

Funny Foto.

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T-41 LAZAR FREESTYLE

T-42 LAZAR SLALOM

T-43 LAZER 8"

T-51 INDEPENDENT 109MM

T-52 INDEPENDENT 131MM

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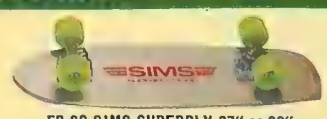

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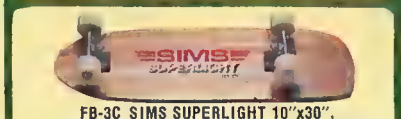
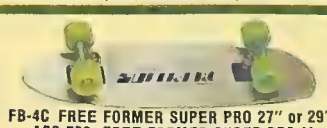
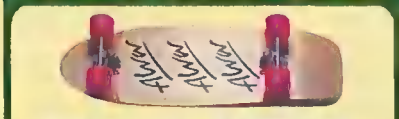


FB-3C SIMS SUPERLIGHT 10"x30", INDEPENDENT 109s, SIMS SNAKES (GR., RED, WHITE) (BLANK ONLY B-15)



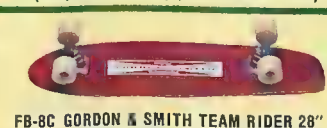
FB-4C FREE FORMER SUPER PRO 27" or 29", ACS 580, FREE FORMER SUPER PRO II (GR., RED)



FB-5C ALVA 10"x30", INDEPENDENT 109s, ALVA (ASSORTED COLORS)

FB-6C BRYAN BEARDSLEY BOWL BUSTER 10"x32", LAZER 8" w/PADS, SIMS SNAKES (GR., RED, WHITE) (BLANK ONLY B-16)

FB-7C SIMS KICKTAIL 25" or 27", ACS 500, SIMS COMPS (RED)



FB-8C GORDON & SMITH TEAM RIDER 28" or 30", MIDTRACKERS w/PADS, YO-YO PROS (ORANGE, WHITE, YELLOW)

FB-9C LOGAN DURO-LITE 27" or 29", ACS 580, KRIPTONICS (65, GREEN)

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FB-12C TY STIK 27" or 30", MIDTRACKERS w/PADS, PAGE PRO GOLD II (WHITE, YELLOW)

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W-3 PAGE PRO GOLD (BLACK, YELLOW)

W-4 ROAD RIDER #4

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W-6A TUNNEL SUPER ROCK

W-7 G&S YO-YO YELLOW

W-8 SIMS COMP. II (GR. RED)

W-9 SIMS SNAKE (GREEN OR WHITE)

W-10 G&S YO-YO (WHITE) OR ORANGE

W-11 G&S WONKERS 60 (YELLOW OR ORANGE)

G&S WONKERS (YELLOW OR ORANGE)

W-13A ALVA CONICAL

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W-15 KRIPTONICS 65 (RED, GR, BL.)

W-16 KRIPTONICS 70 (RED, GR, BL.)

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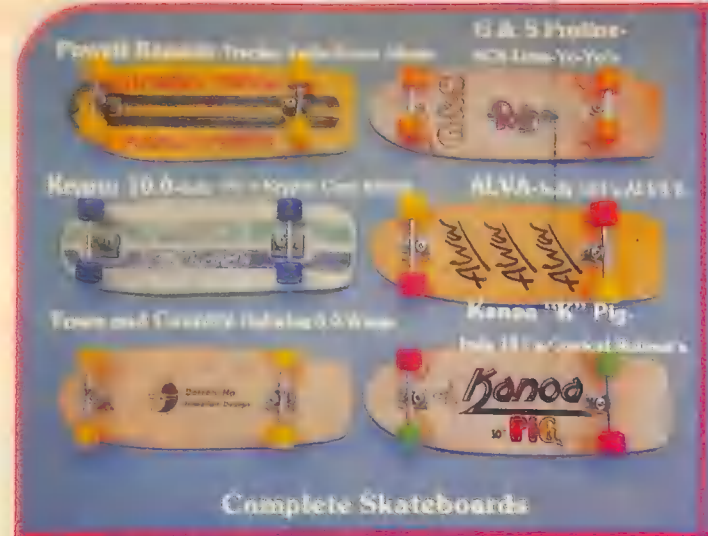

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- ☐ Dogtown Skates ☐Constantineau 8½"x30" $32.95 ☐Muir 9"x30" $36.95 ☐Humpston 10"x30" $38.95 ☐Biniak Glass/Ply 30" $44.95 ☐Big Foot 12"x30" (Humpston) $41.95.
- ☐ Caster Inouye ☐29" $42.00 ☐31" $45.00 ☐Series III 30"x9" $37.95 ☐Series IV 30"x9¾" $42.95 ☐Strople $33.50 ☐28" ☐30" ☐33" (All casters are made w/2 plys of glass.)
- ☐ Kryptonic, P/Tex Bottom, Snow Ski Construction, Foam/Core w/Pressed Fiberglass, Urethane Bumper, Grip Deck ☐30" Long x 8½" $49.95 ☐9¾"x31" $59.95.
- ☐ Santa Cruz "Olson" Model ☐31" $32.50 ☐Wide/Ply $28.95 ☐28.5" ☐31"x10"
- ☐ Powel Brite Lite/Ply ☐9.25"x28.5" $30.00 ☐9.25"x30" $31.00 ☐10"x30" $32.00 ☐Peralta "Beamer" 9¼"x30" $38. ☐10"x30" $41. (includes nose bumper)
- ☐ Town 'n Country ☐Ho-Model 30"x10" $33.50 (no grip included)
- ☐ Madrid Ulra-Lite Fiberglass ply ☐10.5"x30" $28.95 (tape not included)
- ☐ Powerflex ☐Bobby Valdez 9.5"x30" $32.95 (does not include tape)
- ☐ KIRK TALBOT MODEL 9¾"x29¾" $29.95 (w/pizza & bear grip tape)
- ☐ SABRE 10"x30" $29.95 (does not include tape)
- ☐ HOBIE STARSHIP 10"x31" $36.95
- ☐ BENNETT ☐Space deck 10"x30" $42.50
- ☐ BAD Co. ☐Weed 10"x30" $34.95 w/tape.
- ☐ Sims, ☐**TOFT** ☐10"x30" $36. ☐10"x31.5" $37; ☐**BOWMAN** 10"x30" $36; ☐**SUPERLIGHT** 9"x30" $36.00 ☐10"x30" $38; ☐**SUPERPLY** ☐9"x30" $33 ☐10"x30" $35; ☐**TAPERKICK** 9"x30" $39 ☐10"x30" $40; ☐**8-WHEELER** $49.95; ☐**FLYING WEDGE** 9.5"x30" $32 (Ayres Model)

TRUCKS (2 NEEDED PER SKATEBOARD) PRICE FOR ONE TRUCK

- ☐ TRACKER "GNARLY" includes Risers ☐Ex-Track $14 (prototype shown) ☐Full $13.50 ☐Mid $13 ☐HAF $12.50; ☐Full-Coper $3.50 ☐Mid-Coper $3.25 (TRACKER MAGNESIUM AVAILABLE SOON!)
- ☐ TRACKER ☐Old Mid $10.95 ☐Old Haf $10.50
- ☐ Pro $11 ☐Phoenix $12.50 ☐IV $13.50 ☐Super Pro ☐8" $12.95 ☐7" $12.50
- ☐ LAZER 8" (one bolt) $11.50 ☐Slalom $8.95 ☐Freestyle $7.95
- ☐ Independent ☐131mm $12.50 ☐109mm $11.50 ☐88mm ☐121mm $11.95
- ☐ ACS ☐Lite $11.50 ☐651 $7.95 ☐580' $7.50 ☐500 $5.95 ☐430' $3.50 ☐ACS Wide Lite $12.50
- ☐ Energy '190'mm $11.90 ☐Bowl Rider 6" $9.95
- ☐ Bennett ☐Hijacker $6.95 ☐Pro $8.95 ☐Pro-Ad Track $10.50 (w/metal Baseplates Add $1.00)
- ☐ Bennett ☐Vector II $12 ☐Star & Trak $13.50
- ☐ MEGATRON 204mm $13.50 ☐170'mm $12.50
- ☐ BSC 112mm $11

WHEELS (PRICE FOR ONE WHEEL) includes two bearings and wheel spacer. WITHOUT bearings deduct $2 per wheel. All wheels, unless specified come with AZF bearings. ADD 60¢ per wheel for other choice. ☐SIMS GOLD ☐SIMS SILVER ☐GMN ☐KRYPTONIC: ☐ADD $6.00 per wheel for GMN Z-T96H HIGH Performance Bearings: ☐ADD per wheel $3.50 for Z-BEARING System (not for core wheels)

- ☐ SIMS, comes w/Sims ☐Gold or ☐Silver Bearings, Deduct 60¢ per wheel for AZF's ☐Snake Conical $8.95 asst. colors ☐Comp II Conical Asst. colors $8.50 ☐Wide Snake $8.50 ☐Comp II $8.25; colors for Snake and Comp II ☐Green ☐Red ☐White
- ☐ KANOA Rollouts, smooth 95 Durometer Kynex Formula, fast crushproof thick radial at a comfortable 64mm for efficient speed. ☐Conical $7.50 ☐Flat back $7.50 ☐Hot pink ☐Orange ☐Yellow ☐Lime (Doug Schneider wheel)
- ☐ KRYPTONIC ☐'C' Series 'Core' w/Krypt Bearings or choose SIMS or GMN. ☐Deduct 60¢ per wheel for AZF's ☐C-60mm $7.95 ☐C-65mm $8.50 ☐C-70mm $7.95 ☐Red 78A ☐Blue 88A ☐Green 93A ☐Standard ☐60mm $6.95 ☐65mm $7.50 ☐70mm $7.95
- ☐ Yo-Yos New 65.5mm $7.95 ☐Orange ☐White
- ☐ Powerflex ☐9's $7.95 ☐5's $7.50
- ☐ Bones ☐60mm $7.95 ☐64mm $8.50 ☐65mm $8.25 ☐84A ☐89A
- ☐ Hobie ☐Claws $7.95 ☐Cheater (Alum core) $9.95
- ☐ 'Z' ☐Z-smooth $7.50 ☐Z-groove $7.50 ☐Grip ☐Speed ☐w/'Z' System + $5.50 per wheel
- ☐ Weed Wheel 'core' $8.95
- ☐ UFO $7.50 ☐Saucer $10.95
- ☐ ALVA ☐Conical $8.95 ☐Flat Back $8.50 (Asst. colors)
- ☐ Dogtown ☐Rock N' Roller $8.50 ☐Conical ☐Flat Back
- ☐ Sunspot 65mm $8.95
- ☐ Gyro ☐65mm $10.95 ☐62mm $10.50
- ☐ OJ ☐Radial Juice 63mm $7.95 ☐65.5mm $8.95; ☐Slalom $6.95 ☐Hot Juice $7.50 ☐Super Juice $7.95
- ☐ Road Rider ☐#2's $3.95 ☐#4's $5.95 ☐#6 $6.95
- ☐ Park Rider ☐#4 $5.95 ☐#4.5 Rad. $6.95 ☐#5 $6.50 ☐#5.5 $7.95
- ☐ Park Rider Nucleus Alum Core ☐5.5 $9.50

"UP TO DATE SKATE GEAR. CALL US FOR INFO ON OUR TOLL FREE NUMBER!!"

"TEAM RIDERS:
DOUG SCHNEIDER
HOWARD HOOD
LON HIRAMOTO
CURT CORTUM"

SKATEBOARD SAFETY EQUIPMENT

- ☐ **HELMETS** ☐KANOA Jay Adams Flyaway $29.95 ☐Blue ☐Black w/white pins ☐Black Deluxe $34.95 ☐SIMS Flyaway $34.95 ☐Silver w/black and white Pins $34.95; ☐KANOA J. Adams Airborne $24.95 (same as Flyaway but no pinstrips, nylon chin strap not leather) ☐PROTEC $19.95 ☐NORCON $12.95 ☐KANOA PRO $14.95 ☐Cooper 300 $12.95 ☐Cooper 600 $19.95. Sizes KANOA, PROTEC, COOPER 300, NORCON ☐s ☐m ☐l, Cooper 600 Adjustable. If in doubt, measure head. Colors ☐Red ☐Yellow ☐Blue. Color substitution possible, make two color choices.
- ☐ **KNEE PADS** ☐NORCON ☐ADULT $14.95 ☐Junior $14.50; ☐Rector $13.95 ☐Rector w/caps $19.95 ☐xs ☐s ☐m ☐l; ☐Ferragamo w/caps $9.95 one size fits all.
- ☐ **ELBOW PADS** ☐NORCON $14.50 ☐Adult ☐Junior ☐Rector $12.95 Rector w/caps $18.95 ☐xs ☐s ☐m ☐l ☐Ferrangamo w/caps $8.95 one size fits all
- ☐ **WRIST GUARDS** ☐'NEW' Sanjon w/replaceable leather palm $19.95 ☐xs ☐s ☐m ☐l ☐HOBIE $24.95 ☐s ☐m ☐l ☐Rector $26.95 ☐s ☐m ☐l.
- ☐ **ANKLE GUARDS** "VANS" $7.95 ☐s ☐m ☐l
- ☐ **SKATE SHORTS** ☐KANOA Hipsavers $18.95, ☐Rector two/tone $28.95 ☐Skatepads w/nylon rear $28.50 ☐Skate Safe w/nylon rear $21.95 send waist measurement. Sizes 24-36 (24" not available in Skatepads, Hipsavers, Skate Safe)
- ☐ **SKATE SHOES** ☐Hobie Low Cut $19.95 ☐Hi-Tops $22.95. Send foot diagram and shoe size.
- ☐ **GLOVES** ☐SIMS $25.95 w/urethane palm and fingertips ☐Rector $16.50 ☐Eagle $12.95 ☐Z-Park $14.95 ☐Sanjon Fingerless w/leather replacement palm $16.95 ☐Hobie $15.95

CLOTHING

- ☐ Skateboarder Magazine Sock $3.75 ☐Boy's ☐Men's
- ☐ Town 'n Country Shorts (for swimming also) $19.95. Send waist size 26-34.
- ☐ Ocean Pacific corduroy walk shorts $14.00 ☐Navy ☐Powder Blue ☐Tan, sizes: 23-38 (make two color choices).
- ☐ Quicksilver Trunks $16.95 sizes 24-36
- ☐ Bad Co. Hat $16. Send head measurement or ☐s ☐m ☐l
- ☐ Sims Team dress shirt, short sleeve $14. ☐s ☐m ☐l ☐xl
- ☐ Sims Hat $4.95 ☐Kanoa Hat $4.95 (fits all sizes)

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Dealer inquiries invited:
KANOA: 702 Deep Valley Dr.
Rolling Hills Est., Ca. 90274
(213) 377-6552 or TOLL FREE (800) 421-0351

SKATEBOARD ACCESSORIES

- ☐ **BEARINGS** (For 1) ☐Sims Gold $1.50 ☐Sims Silver $1.50 ☐AZF $1.00 ☐Kryptonic $1.50 ☐Z-System $2.50 ☐GMN Z-T96H $5.00 (These are able to be cleaned and re-used.) ☐**RUBBER** (Action) ☐TRACKER (4) $1.50 ☐Hard ☐Soft ☐Alva (4) $2 ☐Clouds (8) $2.95 ☐Bennett (4) $2 ☐ACS Suspension Kit $2.95 ☐Lazer (4) $1.50 ☐Full (4) $1.50
- ☐ **ROBINAK** duffle skate bag $33 ☐ROBINAK skate Back Pack $19.98 ☐**GULL WING** 8" Axle conversion kit $5.95
- ☐ **GRIP TAPE** ☐Pizza Deck 20 grit ☐10" $2.75 per ft. ☐8" $2.50 per ft. ☐Blue Pizza Deck ☐Red only in 10" ☐3M ☐Clear ☐Black ☐Red (clear available in 8", 10"). Price is by width per foot long. ☐1" 20¢ ☐2" 40¢ ☐4" 80¢ ☐6" $1 ☐8" $1.30 ☐10" $1.75 ☐**Z-GRABAIR** $3.50 ☐**TRACKER COPERS** ☐Ful-Coper $3.50 ☐Mid-Coper $3.25 ☐**Pivot** Cushion $1.00 (2) ☐ACS ☐Tracker ☐Bennett ☐Gull ☐Lazer ☐**AXLES** ☐Bennett Pro $2.50 ☐AD Trak $3.00 ☐Tracker $3.00 ☐**AXLE LOCK NUTS** 5/16" (4) $1.00 ☐Bennett (4) $1.60 ☐**MOUNTING** HARDWARE 8-Lock nuts and screws $1.50. Screw size ☐1" ☐1¼" ☐1½" ☐2" ☐**BASE PLATES** ☐Bennett $2.50 ☐Metal for Bennett $2.50 ☐ACS Probase $2.50 ☐Gull $4.50 ☐Tracker $3.50 ☐**SKIDPLATES** ☐Dual Wedge $1.50 ☐"360" $1.50 ☐Power Pivot $2.95 ☐White ☐Black ☐"180" $1.50 ☐6" Wood $1.95 ☐**MAD RAT** Hip and Tail Bone Pads w/Velcro (sew in) $9.95 ☐**AXLE EXTENDERS** (4) $4.95 (precision) ☐**WRENCHES** ☐5-way $2.95 ☐4-way $1.95 ☐"T" $1.50 ☐**RISER PADS** ☐Urethane ¼" 75¢ ☐Tracker space blocks ☐¼" 80¢ ☐½" $1.00 ☐Lazer ¼" 80¢ ☐RAD PADS $4.50 ☐#1 Soft ☐#2 Hard ☐#3 Freestyle ☐**SKY HOOKS** pr $5.95 ☐**BEARING** FLUID ☐Tri-Flon ☐Liquid 99¢ ☐Aerosol $2.95 ☐Clean n' Quick $2.95 ☐**BEARING REMOVER** ☐Powerflex $1.95 ☐Standard 99¢ ☐**HEADBANDS** $1.50 Ea. (includes mailing) ☐SKATEBO. MAG. ☐Sims ☐Bones ☐Krypt ☐G&S ☐Powerflex ☐ACS ☐**NO HANGS** ☐Functional $8.95 ☐Lip Slider $5.50 ☐Plastic Cheater $3.95 ☐**NOSE GUARDS** ☐Powell $2.95 ☐G&S $3.50 ☐Kanoa $1.50

ROLLER SKATES (Including 4 trucks — 8 wheels — 16 prec. bearings — toe stop — bottom plate — and shoe or boots.

- ☐ Kanoa Hy-Tops w/Kanoa Roll-out wheels $78.00
- ☐ Jogger w/Kanoa Roll-out wheels $69.95
- ☐ Roller Derby w/standard urethane wheels $59.95. Send shoe size or diagram of foot. (Roller Derby in black for men and white for women.)
- ☐ Customize your own Roller Skates. Choose your shoe or boot and 8x the price of any wheels above to get your total price (shoe or boot comes with 2 plates, 4 trucks, and shoe stops. ☐Kanoa Hy-Tops $48.95 ☐Jogger $44.95 ☐ACS $49.95 ☐Roller Derby $42.95

MEN'S AND BOY'S HIGH QUALITY T-SHIRTS. Short sleeve (s/s): Boy's $5.50, Men's $6.95. Long sleeve (l/s) Men's only $7.95. Sizes: Men's, small (34-36), med. (38-40), large (42-44), xl (46). Boy's, small (6-8), med. (10-12), large (14-16), xl (same as men's small). Colors: (Substitution possible, choose three colors.) ☐Light Blue ☐Navy ☐Yellow ☐Red ☐Tan.

(As Shown)	S/S	L/S	Boy's S/S (if no box not available)
Kanoa Surf	☐	☐	☐
Kanoa Skateboarder	☐	☐	☐
Sims Snake	☐	☐	☐
Town 'n Country	☐		
DT-Bull Dog "Hump"	☐		☐
DT-Tail Tap "PC"	☐		☐
DT-Red Dog "MUIR"	☐		☐
Inouye's	☐		
Z-Plumer	☐	☐	
Bones/Powell	☐	☐	☐
TOFT Designs	☐		
ISA	☐		
Alva	☐		☐
Badlands 'Pipeline'	☐		

☐**DECALS** (Includes Mailing) Small (S) 30c, Medium (M) 50c, Large (L) $1.00. ☐**HOT PACK 12 Assorted $4.95.** ☐**HOT PACK 6 Assorted $2.50.**

						(New Stickers)	
ACS	☐M	ISA	☐L	Riding High	☐M		
Alligator	☐M	Kanoa Skate	☐M	Road Rider	☐M		
Alva	☐M ☐L	Kanoa Surf	☐M	Rockit	☐M ☐L	Alva	☐S
AZF	☐M	Kryptonic	☐M ☐L	Santa Cruz	☐M ☐L	Bad Co.	☐M
Baline	☐M	Krypt. New Circle	☐S ☐M ☐L	Sims	☐M ☐L	Bone	☐S
Bennett	☐M	Krypt. Rect.	☐S ☐M	Sims Snake	☐M	Caster	☐S
Bones	☐M ☐L	Lazer	☐M	Skateboarder	☐M ☐L	DTS	☐S ☐M
Cad Hot Lips	☐M	Lemon Juice	☐M	Toft	☐M	Dogtown (Org. Eagle)	☐L
Caster	☐M	Logan	☐S ☐M ☐L	Town n' Country	☐M ☐L	Dogtown (Blu. Eagle)	☐L
Dogtown	☐L	OJ	☐M	Tracker	☐S ☐M ☐L	Gyro	☐S ☐M
Energy	☐M	Panther	☐L	UFO	☐L	Kanoa Pig	☐M
Fibreflex	☐M	Park Rider	☐M	Warptail	☐M	Lip Slider	☐M
GMN	☐M	Phoenix	☐L	Wonker	☐M	Lazer	☐S
Harbor	☐M	Powerflex	☐S ☐M ☐L	Yo-Yo	☐M ☐L	Sims Wing	☐S ☐M
Hobie Flex	☐M	Quazar	☐M ☐L	Z-Flex	☐S ☐M	Skateboarder	☐S
Hobie Park Rider	☐M	Quicksilver	☐M	Z-Circle	☐S ☐M	Rainbow	☐L
Hobie Weed Rad.	☐M	Rad Pad	☐M	Z-Woody	☐S	Toft Outragous	☐M
Independent	☐S ☐M	Rector	☐M		☐M	(HOT PACKS WE PICK).	
Inouye	☐L						

MAILING PROCEDURE: Send Money Order (Personal Check requires one week delay) to: Kanoa Surf, 702 Deep Valley Dr., Rolling Hills Estates, Calif. 90274. Allow 2-3 weeks delivery.

Shipping and handling costs:

		USA	CANADA	EUROPE	JAPAN/ASIA OTHER
Complete skateboard and/or 2 trucks w/wheels	Surface	$3.50	$6.50	$14.00	$20.00
	Air	$6.50	$8.50	$22.00	$40.00
4 wheels or 2 trucks, or skateboard top	Surface	$2.50	$4.50	$ 5.00	$10.00
	Air	$3.50	$6.50	$12.00	$18.00
Safety equipment Helmets, Pads, Shoes, Etc.	Surface	$2.50	$4.50	$ 6.00	$10.00
	Air	$3.50	$5.50	$ 8.00	$12.00
T-Shirts, Accessories, Posters, Bearings	Surface	$1.50	$2.00	$ 2.50	$ 4.00
	Air	$2.00	$3.00	$ 3.50	$ 6.50

Enclosed is $ _____, plus mailing costs $_____, 6% Calif. Tax $_____

$1.00 Optional Mailing Insurance $_____ TOTAL _____

Name _____

Address _____

City _____ State _____ Zip _____

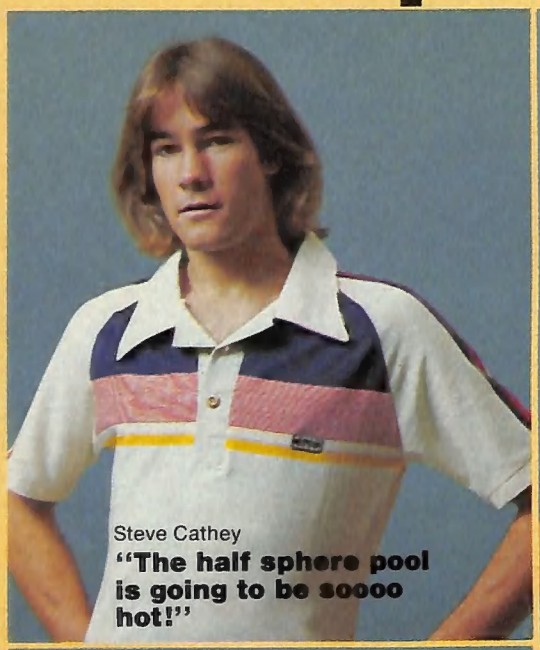
Charge It: ☐**Master Charge** ☐**Visa (Bankamericard)** ☐**C.O.D.**

Card Holder # _____ Expiration Date _____

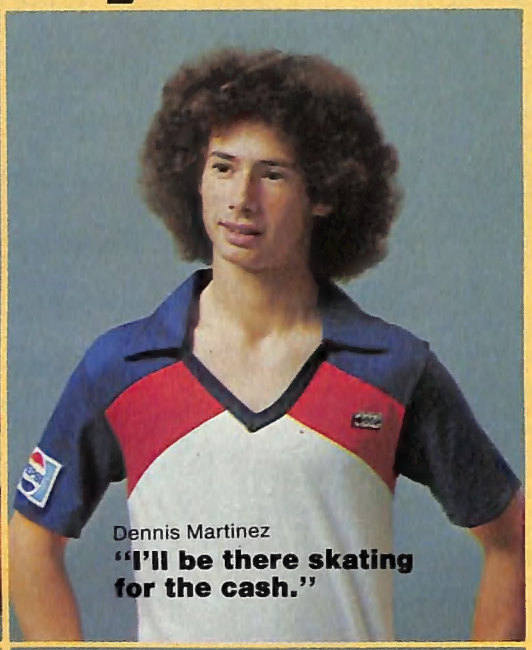
Signature _____

Items wanted: _____

$10,000

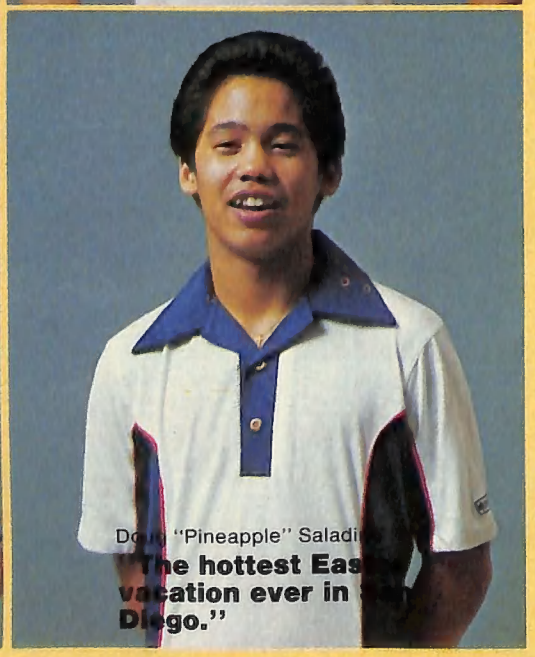


Steve Cathey
"The half sphere pool is going to be soooo hot!"



Dennis Martinez
"I'll be there skating for the cash."

Tony Jetton
"I can't wait—a week of skating, ladies and sun!"



Doug "Pineapple" Saladi
"The hottest Eas vacation ever in Diego."

G&S Team members

CASH & PRIZES

Announcing the 1st Annual "360/Oasis Easter Skating Classic." A week of good skating and fun sponsored by 360 Sportswear and Oasis Skatepark.

The classic will run April 7 thru April 14, providing a forum for skating energy in beautiful San Diego over the week of Easter Vacation.

Events and time:

April 7-8
Amateur/Novice Slalom, Freestyle, and Bowl

April 13
Roller Skating
Pool and Bank

April 13 Nite
Disco Skating Contest

April 14
Professional Pool Riding Contest

April 14 Nite
BBQ Dinner for all contestants

- $10,000 in cash and prizes.
- Featuring a never before ridden perfect half sphere pool.
- Guest appearances by local celebrities throughout the week.

Check with your local Pro Shop or 360 dealer for entry information, and join us for a week of fun and sun in San Diego.

For additional information contact:
360 Sportswear,
4125 Sorrento Valley Blvd., Suite C, San Diego, CA 92121 (714) 455-9000

EASTER SKATE CLASSIC
360 Oasis

California

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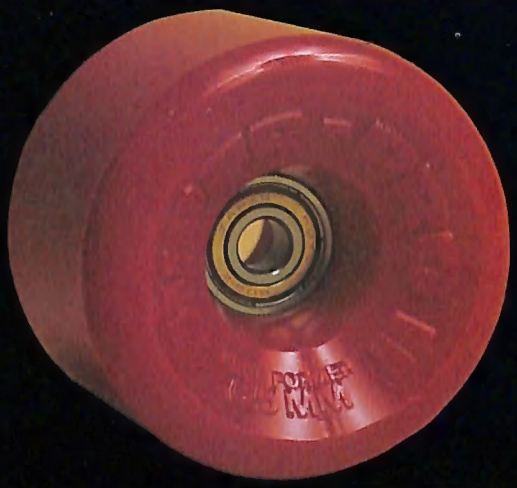
HIGH REBOUND PRO WHEELS

SPECIALLY FORMULATED HIGH REBOUND URETHANES MANUFACTURED TO OUR OWN SPECIFICATIONS FOR PROFESSIONAL COMPETITION.



SUPER PRO II

- DUROMETER: 88+
- DIAMETER: 65 mm
- COLOR: Blood Red

SUPER PRO II

- DUROMETER: 93+
- DIAMETER: 65 mm
- COLOR: Sky Green

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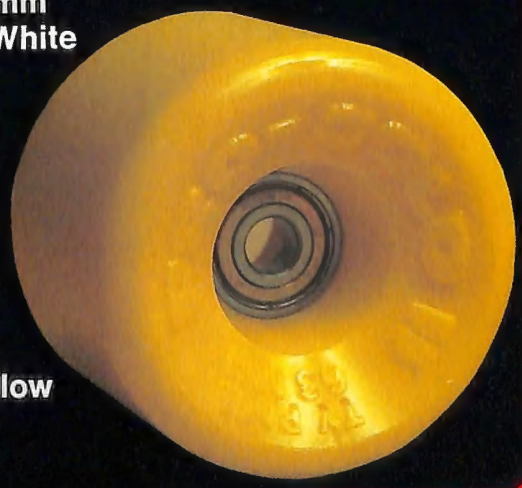
PRO GOLD II

- DUROMETER: 88+
- DIAMETER: 63 mm
- COLOR: Snow White



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PRO GOLD II

- DUROMETER: 93+
- DIAMETER: 63 mm
- COLOR: Chicken Yellow

"LEADING THE WORLD OF SKATEBOARDING"

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SIMS